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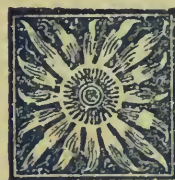
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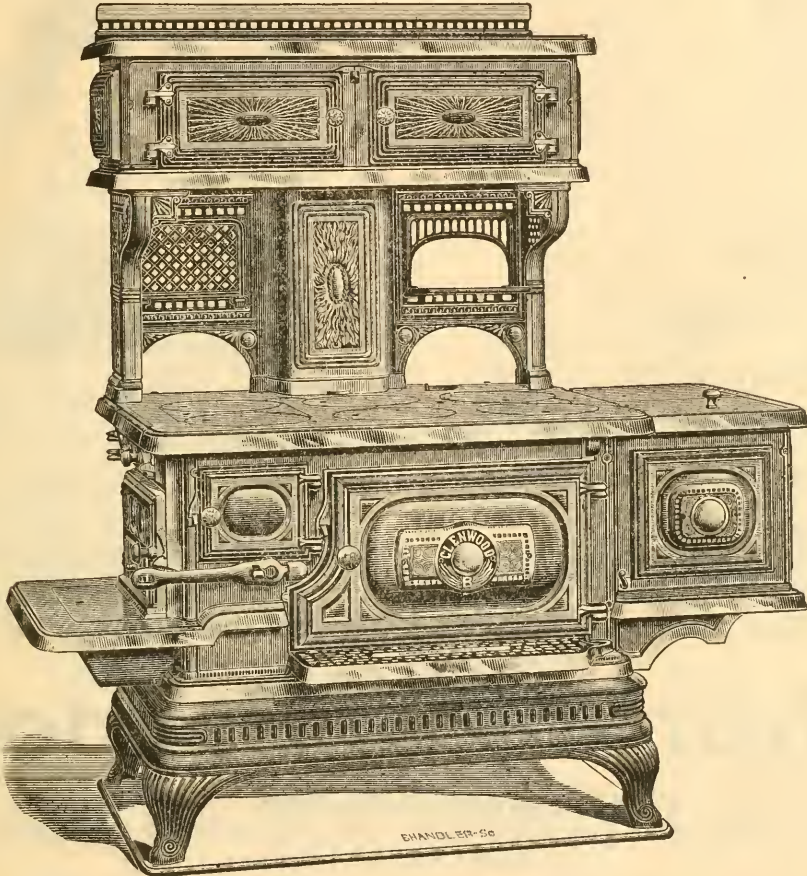
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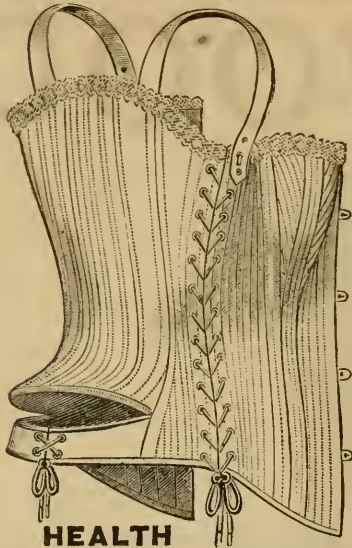
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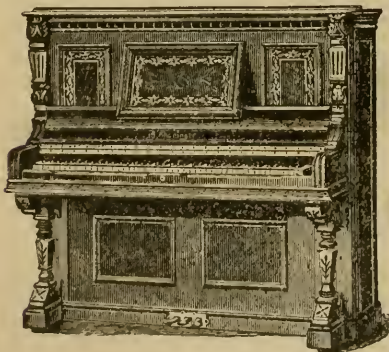
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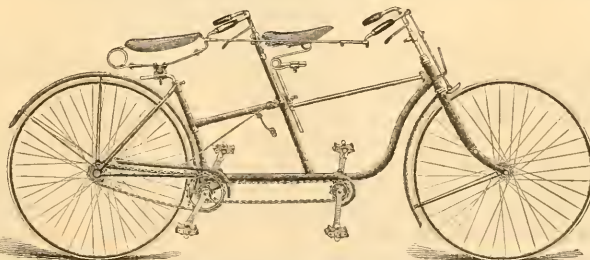
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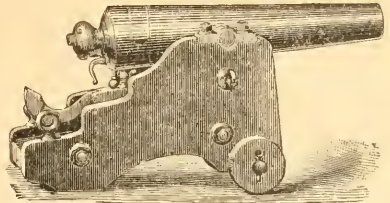
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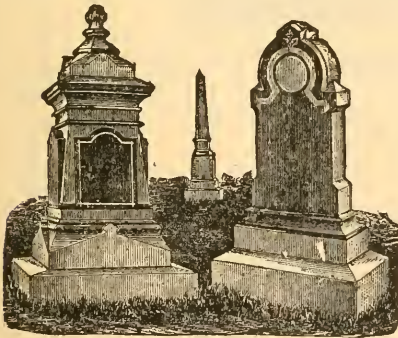
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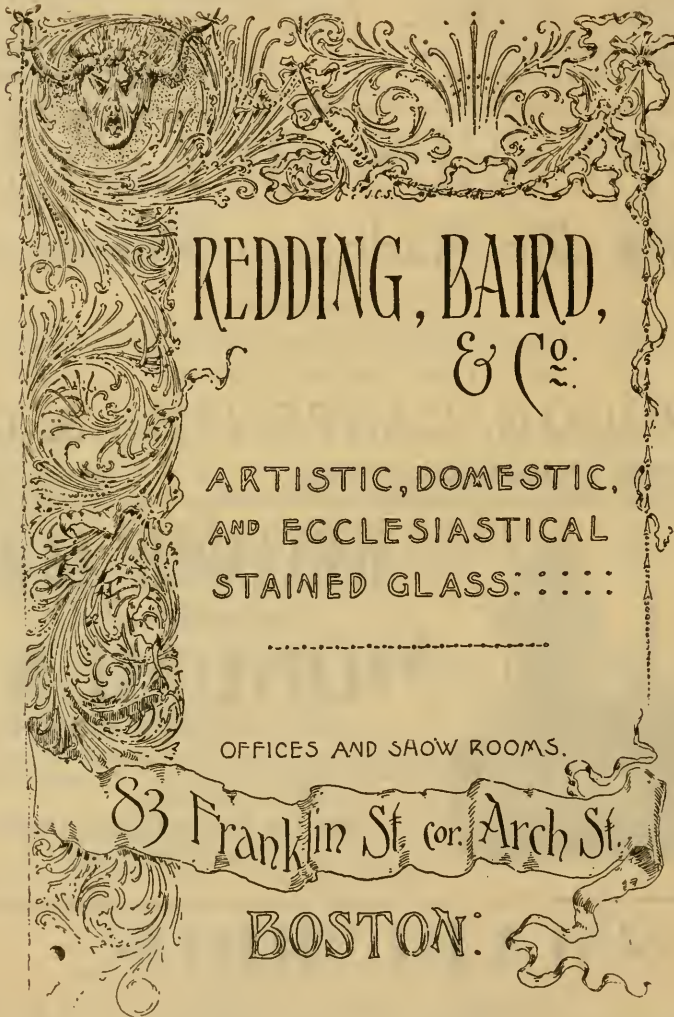
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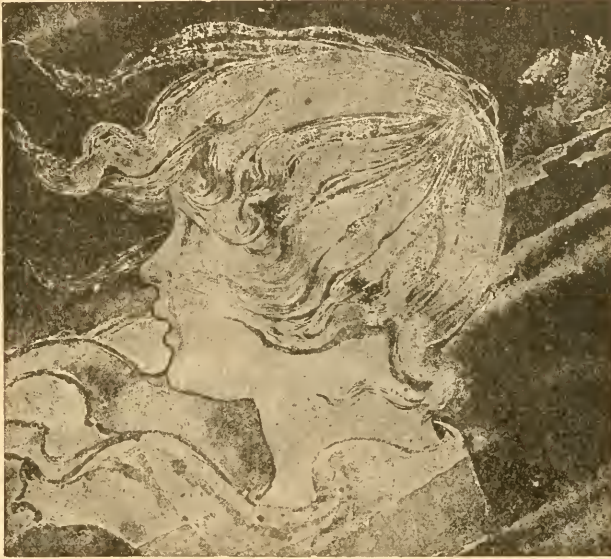
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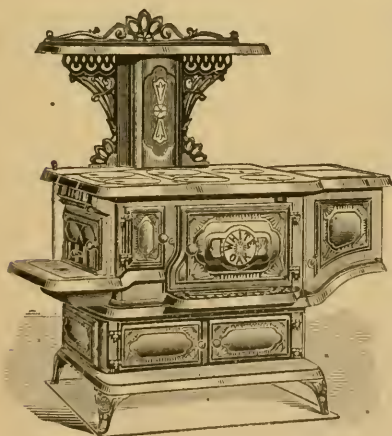
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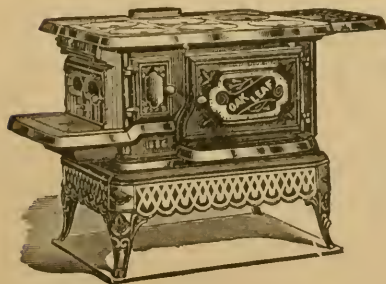
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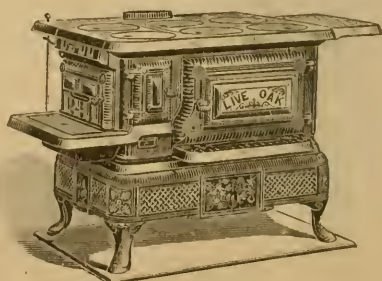
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CONTENTS.

	PAGE.
FALL RIVER,	13
TAUNTON,	39
NEW BEDFORD,	55
BUZZARD'S BAY:	79
MATTAPOISETT,	80
MARION,	81
ONSET BAY,	82
MONUMENT BEACH,	82
FALMOUTH,	83
NONQUITT,	83
ELIZABETH ISLANDS,	84
VINEYARD SOUND,	87
MARTHA'S VINEYARD:	91
COTTAGE CITY,	94
EDGARTOWN AND KATAMA,	112
GAY HEAD,	114
VINEYARD HAVEN,	108
NANTUCKET,	117
SIASCONSET AND THE SOUTH SHORE,	130
OTHER INTERESTING LOCALITIES,	131
HOTEL LIST,	139
TIDE TABLES,	140
STRANGERS' GUIDES:	
FALL RIVER,	31
TAUNTON,	52
NEW BEDFORD,	74
MARTHA'S VINEYARD,	114
NANTUCKET,	136

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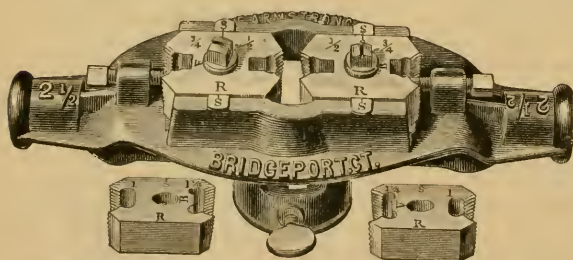
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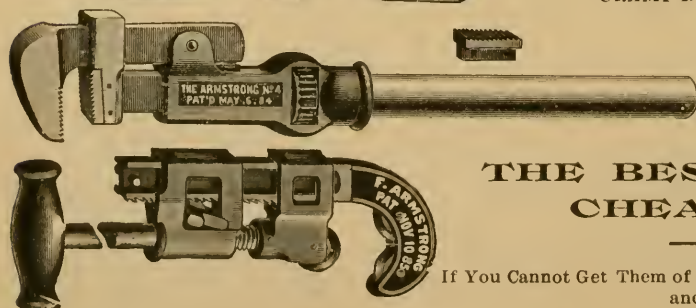


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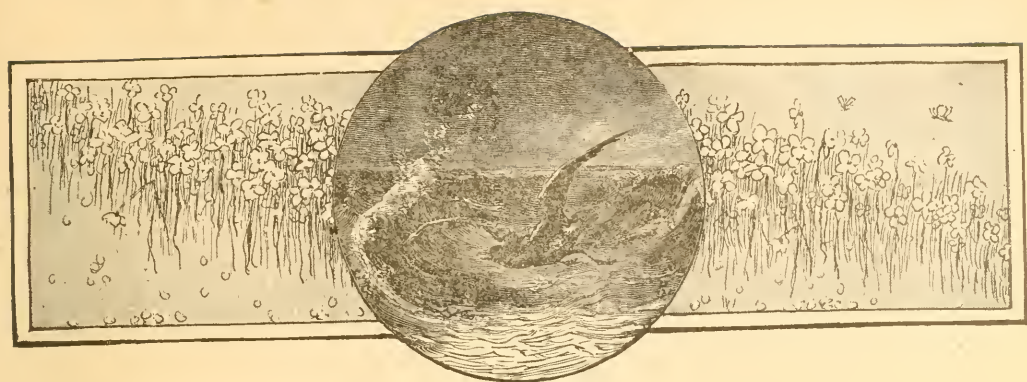
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LIST OF ILLUSTRATIONS.

	PAGE.
FALL RIVER :	
B. M. C. Durfee High School,	13
Borden, Robeson and Davol Mills,	17
Fall River from the Water,	29
Fall River Post-Office,	21
First National Bank,	27
Remodeled City Building,	17
View of North Main Street,	17
View of Mills along the Quequechan,	25
LANDING OF GOSNOLD,	81
MARTHA'S VINEYARD :	
Bathing Beach and Tower, Oak Bluffs,	91
Baptist Church,	97
Beach and Lover's Rock, Oak Bluffs, in the past,	105
Cottage City from the Sound,	93
Circuit Avenue, a View on	95
Edgartown, a Glimpse of	112
Island House,	107
Mattakeset, Katama,	113
Map of Martha's Vineyard,	88
Oak Bluffs Club House,	99
Sea View House, Oak Bluffs,	106
Tucker's, Dr., Cottage,	101
Trinity Methodist Church, Camp Ground,	103
Union Chapel,	96
Vineyard Haven before the Great Fire,	109

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LIST OF ILLUSTRATIONS.

(CONTINUED.)

NANTUCKET :

Map of Nantucket,	88
Among the Breakers at 'Sconset,	129
Hermit of Quidnit,	131
Low Beach,	136
Nantucket Landing Place,	119
Nantucket House, Brant Point,	126
On the Beach at Nantucket,	123
Ocean House,	132
Springfield House,	135
'Sconset, Nantucket — A Shore Scene,	127
Town of Nantucket, from the Harbor,	121
Quarry, Abram, the last of the Nantucket Indians,	138
Wreck on the Nantucket Shore,	125
Ye Olde Mille,	117

NEW BEDFORD :

High School Building,	67
Purchase Street, cor. Union, looking North,	55
St. James' Church,	63
Unitarian Church,	71
View of City from the Harbor,	65
Wharves, Views of,	61
Whale Ships, Views of,	61
Whale Fishery, Commencement of,	87

NONQUITT, GEN. SHERIDAN'S COTTAGE,	85
--	----

SAILING ON THE BAY,	83
-------------------------------	----

TAUNTON :

Brickmakers, The — A Taunton Industry,	41
Hospital for the Insane,	47
Herring Fisheries, The — A Taunton Industry,	45
North Dighton Co-operative Stove Works,	49
Reed & Barton, Works of	51
Street Views,	36
High School,	39
Presbrey Stove Lining Company's Works,	50

THE YACHTSMAN,	79
--------------------------	----



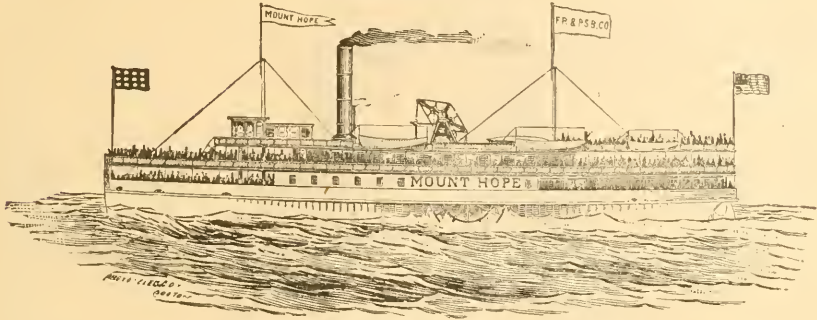
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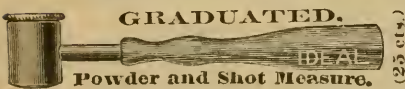


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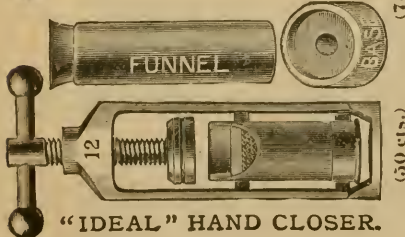
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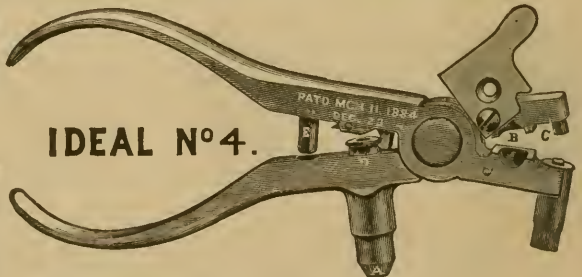
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THE B. M. C. DURFEE HIGH SCHOOL, FALL RIVER.

PART FIRST.

Fall River.

WHAT ITS NAME SUGGESTS — SITUATION — THE PONDS AND RIVER — THE MILLS AND TENEMENTS — THE FIRST FACTORIES — DEVELOPMENT OF THE COTTON INDUSTRY — ORGANIZATION OF THE CORPORATION — LOCATION OF THE MILLS — INCORPORATION AND BOUNDARIES — MOUNT HOPE BAY AND THE HARBOR — SHIPPING — RAILROADS — THE WATER WORKS — CHURCHES — SOCIAL PHENOMENA — THE UNDERGROUND RIVER — VIEWS FROM THE HILLSIDES — WALKS ABOUT TOWN.

THE name Fall River suggests to the mind of the reader various things, according to the phases of its life and business with which he has been brought in contact. The traveler will associate it with the great line of Sound steamers to New York, having Fall River for their eastern port, and known far and wide by its name; the business man and those interested in manufactures will

refer to it as the chief cotton manufacturing centre in the country; while those interested in social and industrial reforms will think of it as a community in which are presented on an extensive scale many of the phenomena that form the ground-work of the current economic discussions. But none of these impressions alone do justice to Fall River, as while it has all these various characteristics, it is a progressive, well-ordered city, with good schools, many municipal improvements and conveniences, and contains an industrious population.

The city lies on the eastern border of Mount Hope Bay, at the mouth of the Taunton River, and the greater portion is built on hillsides rising quite abruptly from the water's edge to a height of more than one hundred and fifty feet. From the summits of these hills the country extends back in a comparatively level table-land, on which a large section of the city now stands, and two miles eastward from the shore lies a chain of deep and narrow ponds, eight miles long, of an average width of three-quarters of a mile, and covering an area of 3,500 acres. These ponds are supplied by springs and brooks, draining a watershed of 20,000 acres, and are connected with the sea by a stream which, originally flowing unconfined over an almost level course for more than a mile, in the last half mile of its progress rushes down the hillside in a narrow, precipitous, rocky channel. In this distance the total fall is about 132 feet, and the volume of water 122 cubic feet per second.

The Indian names of the lakes, Watuppa, meaning place of boats, and of the river, Quequechan — falling water — have been retained, and the term Fall River is but a prosaic translation of the poetic aboriginal appellation, Queque-teant — place of falling water — which was applied to the locality.

Fall River is the principal seat of the cotton manufacture in the United States, nearly one-seventh of the entire amount being carried on in its borders. Massive factories, each several hundred feet in length, and five and six stories in height, the majority of them built of granite, loom up in every section of the city and suburbs, and in their neighborhoods are the houses inhabited by the operatives, consisting in many instances of long buildings, or large, detached blocks in rows similar to the factory villages throughout New England, although in Fall River they are on a much larger scale, and some of the tenement blocks are as large as small factories elsewhere. These houses are mostly built of wood, although in a few instances they are of brick, and belong to the mill corporations. The number of corporations engaged in the cotton manufacture is thirty-nine, owning sixty-one mills, containing 1,893,944 spindles, and 43,875 looms, and employing 20,000 persons. The production of print cloths is the leading specialty, but in the past few years the making of wide goods, sheetings, twills, lawns, and various fancy patterns has been introduced. These goods have met with ready sale because the development of taste has created a demand for a greater variety of style than had formerly been manufactured. Besides the cotton corporations there are twenty others, not including railroad, steamboat, and telephone companies, engaged in various industries, namely, calico printing, bleaching and dyeing of cotton goods, manufacture of

cotton and other machinery, cotton thread, woolen goods, comforters, felt hats, boots, shoes, etc.

In 1888 there was considerable activity in mill building. The Hargreaves Mill Corporation was organized, and immediately began the erection of a mill at the Flint Village. The Sagamore corporation also began the construction of a mill on the site of one burned several years since; the Border City corporation started to build their third mill, and the Stafford corporation went to work on their second mill, four factories being thus in process of construction during the spring and summer of 1888.

This activity continued in 1889. The Fall River Iron Works Company erected a large brick mill on the water front between the Linen Mills and the American Print Works, the present edifice to be the first of four factories on these premises; in order to provide for all these mills the company is building a mammoth chimney that will carry the smoke from their engines 345 feet into the air, and although it stands on low ground, almost at the sea level, the top will be as high as any structure on the hills of the city. The Border City Corporation began the construction of a second stone factory adjoining their first one; a new corporation engaged in the erection of a stone factory to be known as the Cornell Mill at the Flint Village. Another mill, the Glen, is projected, and it is intended to locate it beyond the Globe Village, across the Rhode Island line. These new mills are both longer and wider than the majority of their predecessors, and when finished will make the number of cotton corporations in the city forty-one, and of mills, sixty-five.

A few statistics of the cotton business will bring out some interesting points. The pay roll per week in 1887 was \$118,005; the weekly production of print cloths was 175,000 pieces; the yards of cloth produced was 480,500,000; bales of cotton consumed, 210,550; tons of coal, 159,550; gallons of oil, 172,350; and pounds of starch, 1,981,000. To run the mills 11 water-wheels were in operation, of a total of 1,555 horse-power, and 106 steam-engines of a total horse-power of 36,805.

The remarkable advantages of the Quequechan as a mill stream have been utilized to the fullest extent, and at present its banks from the ponds to the sea are lined with cotton factories. From the brow of the hill to the foot, these establishments succeed each other so rapidly as scarcely to leave space between the buildings for light and air, and here, also, they are all built directly across the stream, most of the water-wheels of the older factories being placed in its bed. The river is uniform in its water supply and has never been subject to freshets, so that the building of the mills in this manner was perfectly safe. All the first mills were situated on the lower part of the stream from the brow of the hill downward.

In the year 1813, near the central part of what is now Fall River, was a small village of three hundred inhabitants, known by the name of Troy. There were about thirty dwelling houses, three saw mills, four grist mills, a fulling mill, a blacksmithy with trip hammer, several small stores, and a few small sloops constituted all the shipping. In that year, attracted by the unrivalled water-power, two manufacturing companies organized, and each erected a good

sized cotton mill. One company, the Troy Cotton Manufactory, built its mill at the head of the falls, and the other, the Fall River Manufactory, built one nearly half way down the hill.

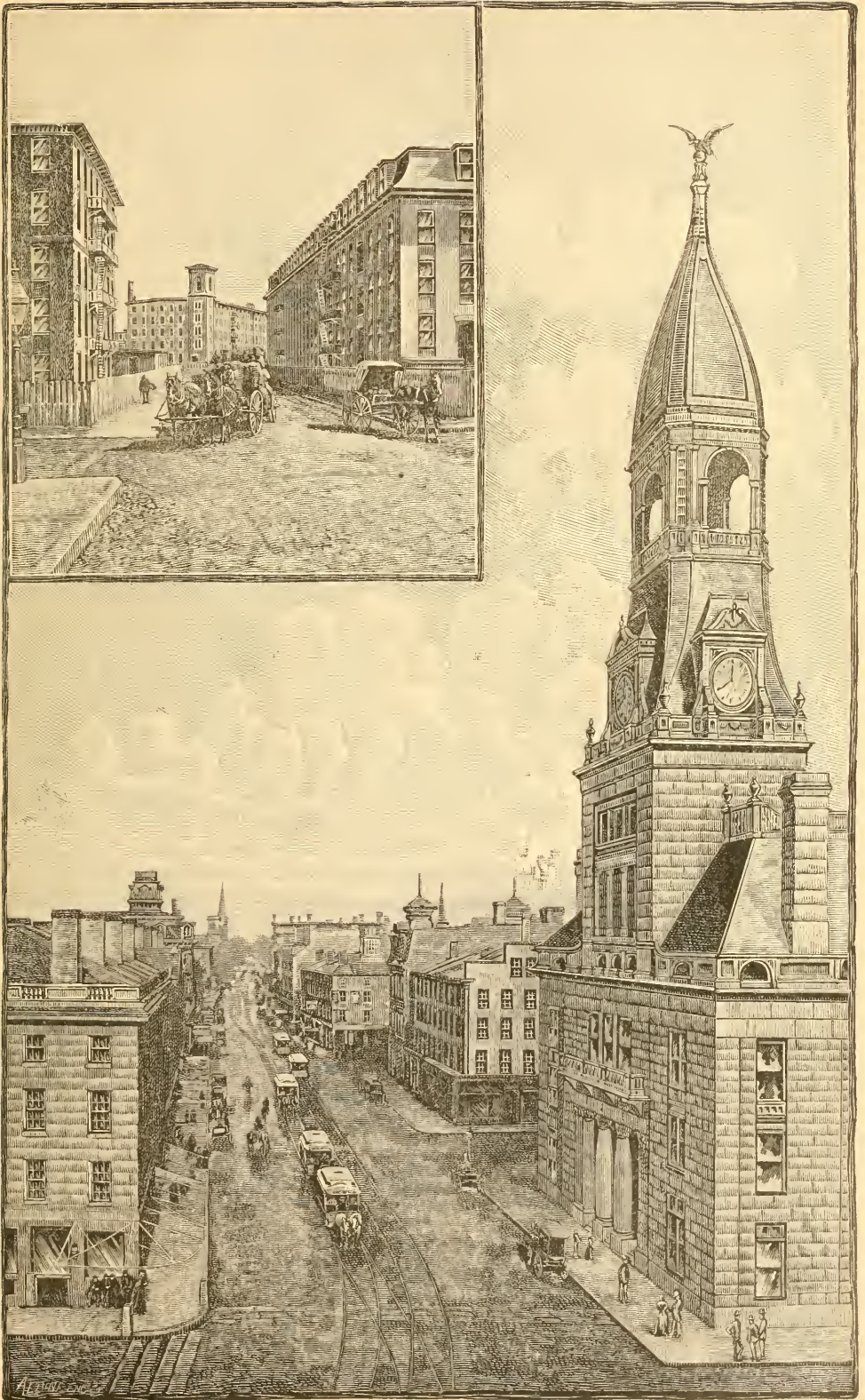
Between 1820 and 1830, several other companies were organized and erected factories on the stream. In 1821 the Fall River Iron Works were established, occupying the lowest water-power, and for four decades this corporation exercised the controlling influence in building up and directing the industries of the place. Its managers and owners were the large land owners and leading capitalists, and the corporation owned all that part of the shore line most eligible for wharfrage, so that this concern held the growing community in its arms.

In 1825, for the purpose of the preservation and control of the water-power the Watuppa Reservoir Company was formed, and in 1832, they built a dam, two feet in height, above the dam of the Troy Company and just south of the present Troy building on Pleasant Street. This dam was built of quarried stone and occasioned a flowage of the low lands along the river banks, back to the mouth of the ponds, evidences of which can be clearly seen to the present day.

In 1859, a movement was begun which had a great influence on the future development of Fall River, and took eventually, the controlling interest in its affairs out of the hands of the Iron Works Company. In that year, the Union Mills Company was started, the first corporation to raise its capital by general subscription, and such was the success of this venture, that in a few years other similar companies were formed, until to-day, the Fall River factories are all operated by joint stock corporations, and the business could not probably have been developed to its present immense proportions except through this means of combining multitudes of small resources. Up to 1868, seven more corporations were organized, some of them building more than one mill, and all were very prosperous. The years 1871-2, however, showed the most remarkable development of these corporations, as in that period fifteen were organized, factories erected involving an outlay of \$13,000,000, adding 500,000 spindles to those previously in operation, furnishing work for 6,000 people, and thereby adding to the population of the city 20,000 persons. In 1865, Fall River had fifteen cotton mills with only 241,218 spindles; in 1875, there were thirty-eight mills with 1,280,000 spindles, and during this same period the production of cotton cloth had increased from 30,000,000 to 330,000,000 yards per annum.

The introduction of the principle of public subscription to the stock of the mill corporations in the case of the Union Mills was still further developed in 1867, when the Merchants Manufacturing Company was organized with a capital of \$800,000 divided among 250 stockholders, and the Mechanics Mills in 1868, with a capital of \$750,000, and 328 stockholders, no one of whom owned more than \$2,500.

The older mills, those built previous to 1860, were nearly all located on the river on the last half-mile of its course, and were at first operated entirely by water-power. The mills built between 1860 and 1870 were mostly located on the banks of the river, from the brow of the hill back to near the head where it issued from the ponds, and were all steam-mills. Some of those built



THE REMODELED CITY BUILDING, AND A VIEW OF NORTH MAIN STREET, WITH A BIT OF THE BORDEN, ROBESON AND DAVOL MILLS, FALL RIVER, MASS.

in 1871-2 and subsequently, were also erected in this region; others in the northern sections of the city on the banks of the Taunton River, and the remainder on Laurel Lake, a small body of water between the territory of Fall River and Tiverton to the south.

The mills in Fall River are located in groups, namely, those on the river; those at Bowenville, at the north; those at Globe Village, at the south, and a small number on the shores of Mount Hope Bay. The oldest group is that on the lower part of the river, beginning at the bottom, with the Metacomet, then following, are the Annawan, Fall River Manufactory, Watuppa, Quequechan, Pocasset, and Troy mills, all of them below the dam built in 1832, which increased the fall by two feet.

On the stream above the dam, following nearly to its head along its east side, are the Wamsutta, three Union, three Durfee, two Granite, the Crescent, Merchants, Barnard, Wampanoag, Stafford, Flint, Seaconnet, Hargreaves, Merino and Cornell mills. The last eight corporations, with their tenements, form a community by themselves known as the Flint Village.

On the west bank of the stream above the dam are the Tecumseh No. 1, Robeson, Davol, Richard Borden, Tecumseh No. 2, Chace and Barnaby mills.

Some two miles north of the stream, and along the bank of the Taunton River, at Bowenville, are the Mechanics, Weetamo, Narragansett, two Sagamore, and the three Border City mills.

Two miles south of the stream, and on the highlands overlooking the bay, are the Slade, Montaup, Laurel Lake, Osborn, King Philip, and Shove mills, all taking water from Laurel Lake. Beyond them, across the state line in Tiverton, are the Bourne and one of the Shove mills.

The American Print Works, the Fall River Iron Works Mills, the American Linen Company's two mills, and the Mount Hope Mill are located successively on the bay southward from the stream.

The territory of Fall River, north of the stream, was originally in the limits of Freetown, and that on the south in Tiverton. By a royal decree in 1746, five townships, previously within the jurisdiction of Massachusetts, were set off to Rhode Island, and Tiverton was one of them. The boundary between the towns was not clearly defined, and subsequently gave rise to vexatious complications when the city had attained some size. In 1803, that portion of Freetown on the north of the stream was set off as a separate township, and named Fall River. In 1804 the name was changed to Troy, but the original name was again adopted in 1834. In 1854 Fall River was made a city. In 1856 that portion of Tiverton including Globe and Flint villages and up to the accepted boundary line of Massachusetts was erected into a Rhode Island town by the name of Fall River. Thus the compact place was not only under two local jurisdictions, but although all known by the same name was also in two states. By the settlement of the boundary question between the states in 1862, the Rhode Island town was ceded to the city, and Fall River acquired nine square miles of territory, an increase in population of 3,593, and \$1,948,378 in taxable property. Fall River has often been called the "Border City," because of

being for so many years on the disputed boundary line between the states, and the name is perpetuated in Border City Mills and village beyond Bowenville.

Mount Hope Bay, nine or ten miles in length, and varying in width from three to five miles, is the northeast arm of Narragansett Bay. In shape it bears some resemblance to a human hand with the fingers spread out, but lacking the thumb. The fingers are represented by four rivers flowing into it from the north, of which the largest is the Taunton River, coming in at the northeast, and at the mouth of which, but facing the bay, Fall River is situated. The other rivers are Lee's, Cole's, and Kickemuit, in the order named, westward from the Taunton River and flowing into the bay through wide estuaries. To the west the waters reach the main portion of Narragansett Bay, flowing past Mount Hope and between the peninsula of Bristol and the island of Rhode Island, while to the south they find their way to the ocean through the narrow and deep Seaconnet River. The whole bay is charming in situation and outline, and presents some of the most beautiful scenery on the Narragansett shores. As a roadstead it is broad enough to shelter navies, sufficiently deep for the largest vessels, and by its land-locked position is protected from storms on all sides. The harbor of Fall River at the mouth of the Taunton River is safe and commodious. Considerable coasting trade comes here, and a small number of foreign vessels annually arrive, bearing machinery or supplies for the mills. The main shipping is by the Fall River Line to New York, which during the year, besides its large passenger travel, carries an immense amount of merchandise. The Winsor Line also dispatches freight steamers from this port to Philadelphia, and does a good business. The Fall River and Providence Steamboat Company have run steamers for freight and passengers between the two cities since 1828.

The railroad advantages of Fall River are more than usually good. Along the whole extent of the water front the tracks of the Old Colony Railroad run, making tide water connection possible at any point. This fact enables the line of Sound steamers to handle freight and passengers without any loss of time or energy, and makes this route a favorite one between Boston and New York. By the Old Colony Railroad Fall River is fifty miles from Boston and nineteen from Newport. Trains also run direct to Providence by the railroad bridge over the Taunton River above Bowenville, and thence to Warren, where connection is made with the Warren and Bristol Division Old Colony Railroad. A railroad from New Bedford enters the city from the east, passing in over the "narrows" between the northern and southern sections of the Watuppa Pond, and then on a track built on piles on the border of the original channel of the Quequechan River, but on land that had been flowed by the building of the dam in the early manufacturing history of the place. By this means its terminus is near the heart of the city, on the summit of the elevated plateau, but on account of this elevation no connection can be formed through the city with the main line of the Old Colony Railroad.

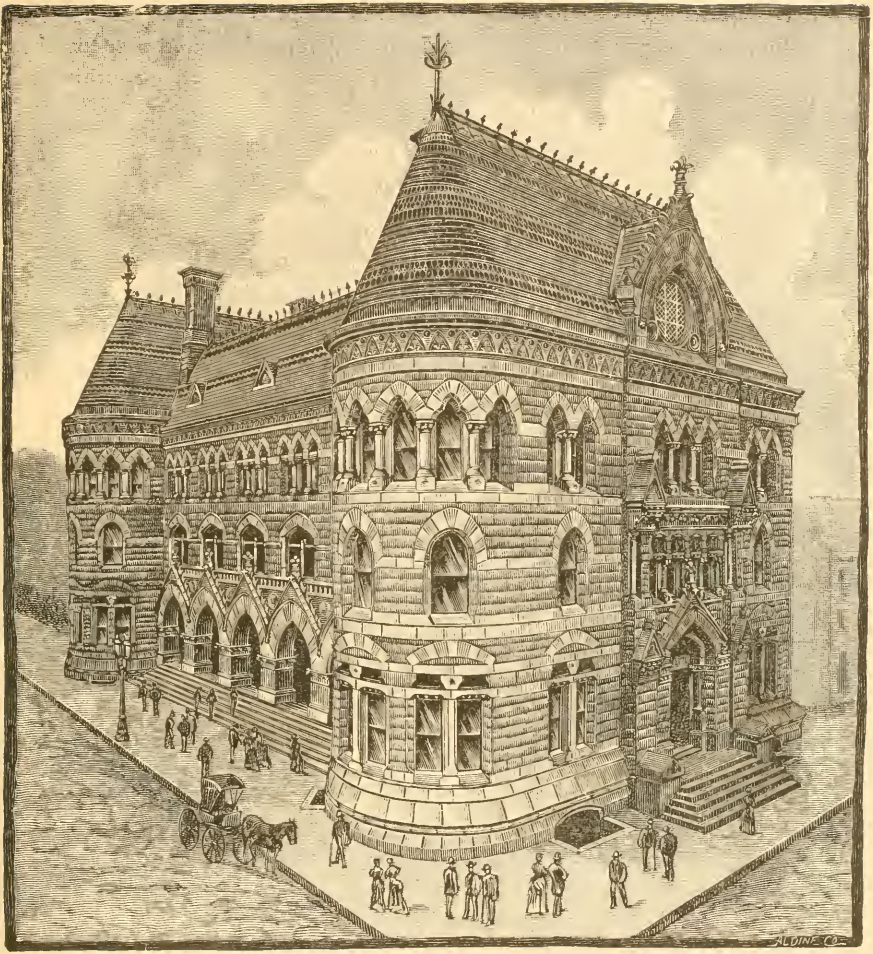
Fall River has an excellent system of water works, which were first put in operation January, 1874. The water is pumped directly from the North Watuppa Pond on the western shore, a short distance north from the Flint Village,

and is much purer than that supplied to most of the cities in the country, analyzing only 1.80 grains of solid matter per gallon, which is accounted for by the fact that the pond is in a very sparsely settled territory. Two powerful engines supply the power for pumping, and two stand-pipes in a tower on a hill several hundred yards from the pond give a sufficient head of water to reach the highest points of the city. Looking out from Main Street along Bedford, this tower can be seen. At a height of seventy-two feet above the base of the tower, and 324 feet above the sea level is a balcony, three feet wide, from which is had a very extended view in every direction, covering the cities of New Bedford, Taunton, and Providence, and most of the country within a radius of twenty miles. The whole height of the tower from the base to the vane is 121 feet.

The city has seven national banks, four savings banks, a loan and trust company, and three coöperative banks, the latter being in reality building associations; it has excellent police and fire departments; its streets are lighted by gas and electricity, and it has a fine public library of 32,850 volumes.

No better illustration of the diversified character of the population could be afforded than the fact that in the city fourteen denominations are represented, worshipping in thirty-seven churches. The largest number of any one denomination is of the Roman Catholics, who have ten churches. Next come the Methodist Episcopal with seven, one of which is of colored people; followed by the Episcopal, with four; the Congregational, four, of which one is French; the Christian, three; the Baptist and Presbyterian, each two; and one each of Unitarians, Primitive Methodists, Swedenborgians, Adventists, Reorganized Church of Jesus Christ of Latter Day Saints, and Society of Friends.

The river for some distance back from the brow of the hill is now an underground stream, and to follow its course and recount its daily adventures and accomplishments would require the imagination of a Jules Verne or a Rider Haggard to do it justice. What it accomplishes is, in reality, far more wonderful than any of the marvelous things told in story of the magic of Aladdin's lamp or the accomplishment of the genii in the Arabian Nights. Its waters move through dark passages, over ledges and precipices, and directed by the cunning brain and hand of man, work to such good purpose that for more than three hundred days a year by the magic of their power, countless spindles revolve and looms clatter and bang, producing clothing in abundance for the nations of the earth and the inhabitants of the isles of the sea, and adding greatly to the riches and conveniences of men. Let us follow its course, making only such an examination as a flying visit will warrant. In the rear of the Troy building, corner of Pleasant and Fourth streets, the river first begins its underground journey, flows beneath the building, then under Pleasant Street, emerging to the light of day on the north side of the street. Keeping above ground for a short distance, it disappears underneath the Troy Mill, where it first began its labors and still carries on its daily toil. Emerging again for a longer period than before, it flows past the rear of the new post-office and dives under Second Street, passes along by the foundations of the City Hall, under Main Street and the Granite Block, and becomes once more visible just before passing underneath the Quequechan Mill. From this point on, it appears and disappears so



THE POST-OFFICE, FALL RIVER.

rapidly and frequently that only a most painstaking quest will discover all its phases, but the evidence of its labors are ever present in the immense factories beneath which its force is employed. After spending itself through all the succession of mills on the hillside, it at last emerges in a small basin at the foot of the hill, meeting and mingling with the tide.

By reason of Fall River's situation on the sides and summits of a range of hills, from many of its streets magnificent views are had of Mount Hope Bay and shore, of the country beyond, of portions of the city itself, and of the distant waters and islands of lower Narragansett Bay, and the reaches of the Taunton River. Probably the very best place from which to obtain a comprehensive view of the whole city with its settings of bay, river, and lakes, is from the observatory of the new High School. Westward lies the bay in all its beauty, while at our feet is the populous portion of the city. To the southeast is the

populous table-land of the city, with the mills along the river, and the Flint Village in the distance, the most conspicuous object being the stand-pipe tower and the pumping station on the shore of the North Watuppa Pond. Southwest are seen, looming up against the sky, the mills at the Globe Village. Unequaled views are also obtained from the upper portion of Rock Street. From Highland Avenue, which runs along the brow of the hills to the north, there is a fine outlook on the Taunton River. Eight Rod Way which extends over the hills in a southern direction affords the best views of the great granite factories to be had in the city, and Broadway which runs from the Ferry Street station to the Globe Village, along the slope of the hills, brings the spectator into the immediate and continued presence of the greater portion of Narragansett Bay. The feasibility of building a road along the shores of the bay, commencing at the southern terminus of Bay Street and extending in a southerly direction over Tiverton territory, has been agitated and it would indeed make a most beautiful drive, for it is difficult to find in summer-time a more pleasing stretch of shore than in this locality.

One of the best starting points for the stranger desiring to see the city is the Ferry Street station of the Old Colony Railroad. This is situated but a few hundred feet from the water front, and within a short distance of the largest group of mills and the central part of the city. The large mills seen from the platform to the west between the railroad and the shore are those of the American Linen Company, so called from the fact that during the first six years of the existence of the company, from 1852 to 1858, linen was manufactured, but since then they have been engaged in the production of cotton goods. Across the street from the Linen Mills is the new brick factory of the Fall River Iron Works Company, with its tall chimney, 345 feet in height. Crossing the railroad, a few yards north of the station, running past the north side of the mills to the water, is Ferry Street, so named from the fact that when the Fall River and Warren Railroad was built, in 1865, a steam ferry-boat plied between its terminus on the opposite side of the river and the slip at the foot of this street, and continued to run until the completion of the Old Colony Railroad bridge over the river at Slade's Ferry, two miles above, in 1875.

Crossing the railroad at its intersection with Ferry Street, we enter Water Street, and pass on a long bridge over Grab Pond. To the left, on the shore, is the Fall River Iron Works Mill, and a short distance further, on Water Street, are the large stone buildings of the American Print Works, erected in 1868, the works having first been established in 1835. Immediately beyond the Print Works are the docks and wharves of the Fall River Line of Steamers to New York, with a number of the large white-painted freight and passenger vessels lying alongside.

Entering Annawan Street, which runs east out of Water Street from opposite the Print Works, and crossing the railroad tracks, we find ourselves at the foot of the hill. Ascending on the left hand side we pass in succession the Metacomet, the Annawan, the Fall River Manufactory, the Watuppa, and the Quequechan and Pocasset mills, the establishments of the oldest companies in the city, although some of the buildings are fine, large, and recent structures.

Half way up the hill, to the left, at the Fall River Manufactory. Pocasset Street branches out of Annawan, and the factories above that concern border on it. At the top of the hill Pocasset crosses Main Street. Looking from the north-west corner, before us is the central business portion of the city. To the right, corner of South Main and Pleasant streets, is the Borden Block, an immense structure of pressed brick with freestone trimmings, four stories in height, and containing the Academy of Music, the largest auditorium in the city, in which are held theatrical entertainments, lectures, meetings, etc. In front of our position is the remodeled City Hall, the inside of which was burned March 19, 1886.

Crossing Main Street, we have a view of the entire length of the Granite Block, built in 1844, and so named on account of the material of which it is built. It extends from Pocasset to Central Street, twenty-six windows in length, four stories in height, and is as large as a factory, although somewhat more pleasing in design. Looking in either direction from this position the chief business blocks are almost all in sight, and as one passes along, glimpses of the bay are obtained through Pocasset and Central streets. The wide portion of the street extending from Pocasset to Central Street, and out of which on the east run Pleasant and Bedford streets, and at either end, respectively, North and South Main streets, is called Main Street, and is the business centre of the city. From this central square the horse-cars traverse the city to all the chief suburbs; along South Main Street to the Globe Village; down North Main to Bowenville and Steep Brook; eastward along Pleasant Street to the Flint Village.

Passing up Bedford Street from Main, on the second block to the right, is the United States Custom House and Post-Office, a really magnificent edifice, and one of the finest government buildings in the country. It is built of gray rock-faced ashlar, with carvings, decorations, and trimmings in red and gray granite, is three stories in height with a steep roof, and at either end on the Bedford Street front are circular pavilions projecting from the main body of the building from top to bottom. Between these pavilions or towers, on the ground floor, are the entrances to the post-office through five broad archways separated from each other by large monoliths of polished red granite, surmounted by elaborately carved capitals of gray granite. On this front, which is 115 feet long by 92 in height, there is considerable carved work of a high degree of excellence. The building has a frontage on Second Street of eighty-four feet, and the design of the entrance way here is a beautiful piece of architecture. The construction of the building was begun in 1875 and it was ready for occupancy in 1880. The whole cost, including land and the furniture, was about \$500,000.

Immediately beyond the Custom House Building, the end of the Troy Mill abuts on Bedford Street. This is one of the two oldest concerns in the city, and is at the head of the water-power on the stream. Rock Street runs out of Bedford Street to the left just beyond the government building, and leads up a gradual ascent. Going up this street the first noticeable structure is the Central Congregational Church on the left, between Bank and Franklin streets, erected

in 1875, and considered the most beautiful church edifice in the city. It is built of fine brick, with sandstone trimmings in the Victorian early English gothic style, and has a fine tower and spire. One street further up, on the left also, is the Church of the Ascension, Protestant Episcopal, built of stone, with brick trimmings.

We now approach on the right the most beautiful building in the city, and which is, besides, a monument of the public spirit of a scion of one of Fall River's most eminent and honored families. This is the magnificent edifice of the B. M. C. Durfee High School, situated on an elevated site near one of the highest points of land in the city. It is the most conspicuous object seen on approaching the city from the west or south, and from its towers commands comprehensive views of the entire landscape. The building is four stories in height, built of granite, with a slate roof, in the modern renaissance style. The principal features are a clock tower, an observatory tower, and a central pavilion with steep roofs. It was presented to the city by Mrs. Mary B. Young, as a memorial of her son, Bradford M. C. Durfee, who died September 13, 1872, in his thirtieth year. The construction was begun August 13, 1883, the building was dedicated June 15, 1887, and the title to the structure with its contents and furnishings, consisting of chemical, mechanical, and philosophical apparatus, and all necessary conveniences, was turned over to the city, accompanied by the sum of \$50,000, the income of which is to be devoted to the use of the school in certain branches. The building is devoted to the purpose of a High School for the city, and its equipment is probably unsurpassed in the country. It contains a fine gymnasium, a drill hall, laboratories, and an astronomical observatory. This observatory is in a tower specially constructed, which is surmounted by a dome made of iron and steel, weighing six tons, poised on rollers, and so evenly balanced that a child can move it. The dome is seventeen feet in diameter, and contains an equatorial telescope with an object glass eight inches in diameter made by Alvan Clarke & Sons, of Cambridge, Mass. In the south tower is a large clock and a chime of bells. This beautiful structure was erected under the supervision of Mr. John S. Brayton, a brother of Mrs. Young, who had entire charge of its construction.

Rock Street is the place of some of the finest residences in Fall River. Beyond the High School, the street reaches the summit of the hill, and many of the residences here are palatial in their size and appointments. Looking westward, extensive views are obtained of the city, Mount Hope Bay, the shores of Bristol and Warren, and the islands and waters of Narragansett Bay. Following the street to the brow of the hill, a fine view northward is obtained of a portion of Bowenville and some of its factories, and of the lower reaches of the Taunton River, with alternate capes and bays, and the white spires and houses of the town of Somerset on the western bank, miles away.

Returning down Rock Street and feasting our eyes on the succession of views of the bay to be had, let us pass down Locust Street to North Main. Proceeding south toward the centre of the city, on the left, near the corner, is the Unitarian Church, a brown, wooden structure. One street beyond, and on the left, back from the street, is the Friends' Meeting-house, a square wooden build-



VIEW OF THE MILLS ALONG THE QUEQUECHAN, FALL RIVER,

ing. Almost across the street, on corner of Pine, is the brick church of the First Baptist Society, built in 1850. On the southern corner of Pine is the fine three-story Brown building on the second floor of which the Free Public Library is now located. Next adjoining is the Sargent building, a very beautiful structure. On the right, at the corner of the next street, Elm, is the stone church of the First Congregational Society, built in 1832. Across the street from the church is the substantial two-story brick building of the Fall River Savings Bank, and next adjoining is a beautiful five-story edifice, the new Mellen House, erected in 1888—the finest appointed hotel in the city. A short distance further, on the right, is a fine three-story brick building in which are located the elegantly appointed offices of the B. M. C. Durfee Safe Deposit and Trust Co., and the First National Bank. We are now in a region of banks and hotels, and crossing one street more, we are in Main Street in front of Granite Block.

To reach Bowenville, take a horse-car passing down North Main Street. After a ride of a mile and a half along this thoroughfare—the latter portion through a region of substantial residences of wealthy or middle-class citizens—the route leads down a sharp incline into Bowenville which is situated on a plain bordering the Taunton River. There are here seven large factories, and in the neighborhood of each are the corporation houses. There are also many houses owned by the working people, or by persons other than the corporations. The spaces between these houses are ample, and the whole neighborhood gives the impression of roominess. Each corporation's tenements and the houses in the immediate neighborhood usually go by the name of the corporation, and constitute a separate village. On the heights just south of the tenement district are the palatial residences of the north end of Rock Street and its neighborhood.

To see the southern section of the city, let us proceed along South Main Street. The first street to the right is Annawan, and looking down the street on

the south side we see the United Presbyterian Church. The next building beyond the corner of Annawan, on North Main Street, is the First Methodist Episcopal Church, a large wooden edifice with a tall steeple and some stores built on the front. On the same side of the street, between Annawan and Spring streets, are the St. John's Episcopal and the Second Baptist churches. On Spring Street, a short distance up the hill from South Main Street, is St. Mary's Roman Catholic Church, a beautiful gothic edifice, built of granite, and with a graceful tower.

To reach Globe Village, the southern extremity of the city, take a South Main Street car. A ride of about half a mile will bring us to the park, which extends down the slope from the street to the bay, is sixty acres in extent, having a length of 3,800 feet and a breadth of 800 feet. The park is finely located to receive the benefit of the delightful breezes from the bay, and while still defective in certain points, is a pleasant place of resort on a warm summer afternoon. On the upper portion of it is a fine band stand. Another mile brings us into Globe Village where, on the high lands around Laurel Lake, a small body of water, are a number of large factories. A small cotton mill was started here in 1811, but was not a success. The Globe was then in Rhode Island, and so continued until the settlement of the boundary in 1862. The tenements here are of the same general character as those seen in other sections. Between the mills on the hill and the Taunton River is the older portion of the village, which also contains several factories. The Globe Village in some portions has a more ancient appearance than any other section of Fall River.

The Flint Village is the eastern section of the city, and is reached by the horse-cars along Pleasant Street. Between Main Street and the end of this route, the majority of the mills in the city are passed. As the car proceeds up Pleasant Street, the first factory is the Troy Mill on the left; then on the right, some distance back from the street and along the bank of the river, are the Wamsutta Woolen Mills. In quick succession then follow, on the right, the three Union and the three Durfee mills. The latter form the largest corporation in the country engaged exclusively in the manufacture of print goods, having about one hundred and fifty thousand spindles in operation. Eight Rod Way, a fine broad avenue, leads southward out of Pleasant Street, just beyond the Durfee Mills. Across the Avenue is the Crescent Mill, and a short distance up the Eight Rod Way is the station of the New Bedford Railroad. On the other side of Pleasant Street from its junction with Eight Rod Way, are the Granite Mills, and just beyond along the street is the Merchants Mill, the largest single mill in the city. Nearly half a mile beyond, on the left, is the Stafford Mill, and another half mile brings us into the centre of Flint Village, where along the river bank are the Barnaby, the two Wampanoag, the Flint, the Seaconnet, the Merino and the two new mills, the Hargreaves and the Cornell mills. This section of Fall River is newer looking than any other, but it is fast putting on a finished and comfortable appearance.

The valuation of Fall River, in 1888, was: Real Estate, \$28,489,100; personal property, \$16,884,900. The number of dwellings was 5,302; number of polls 16,135.



FIRST NATIONAL BANK BUILDING.

The above is a view of the building owned by the First National Bank of Fall River, and occupied by that Bank and the B. M. C. Durfee Safe Deposit & Trust Company. The First National Bank was the sixth in Massachusetts and the two hundred and fifty-sixth in the United States established under the National Banking Laws. There are now two hundred and fifty-three National Banks in Massachusetts, and thirty-one hundred and fifty-one in the United States. John S. Brayton has been its President from its organization, on the twenty-fifth day of February, 1863. Everett M. Cook is Cashier. Its capital is four hundred thousand dollars, with a large surplus. This Bank has been very successful, and its facilities for the transaction of an extensive business are not surpassed by any financial institution. It has substantial correspondents in all of the large business cities in the country; it also furnishes Travelers' Letters of Credit which are good in all parts of the world. It buys and sells exchange, and has a large line of depositors. Accounts of merchants, corporations, and business men are respectfully solicited.

B. M. C. DURFEE SAFE DEPOSIT & TRUST COMPANY.—Incorporated by the Legislature of Massachusetts.—John S. Brayton, President; Arthur W. Allen, Treasurer; Thomas E. Brayton, Vice-President. In its **BANKING DEPARTMENT** money is received on deposit subject to check on presentation. Interest allowed on daily balances and credited monthly. Invites the accounts,

great or small, of banks, bankers, corporations, municipalities, town treasurers, manufacturers, firms, individuals, and those acting in any official or trust capacity. Legally authorized to receive and hold money or property on trust or on deposit from executors, administrators, assignees, guardians, and to act as agent for the purpose of issuing, registering, or countersigning the certificates of stock, bonds or other evidence of indebtedness of any corporation or association.

SAFE DEPOSIT DEPARTMENT, David S. Brigham, Manager. The vaults are large and capacious, and in their construction, in which no expense has been spared, they are made positive Fire, Burglar and Mob proof. In the vaults are individual Safe Deposit Boxes for rent to parties wishing absolute security for their valuables. Prices \$10 to \$100 per annum, according to size. Less time at those rates. These Boxes require the master-key and the presence of the Manager of the Safe Deposit department as well as the renter to open. One cannot without the other. Patrons may remove and replace their Boxes as often as desired during business hours.

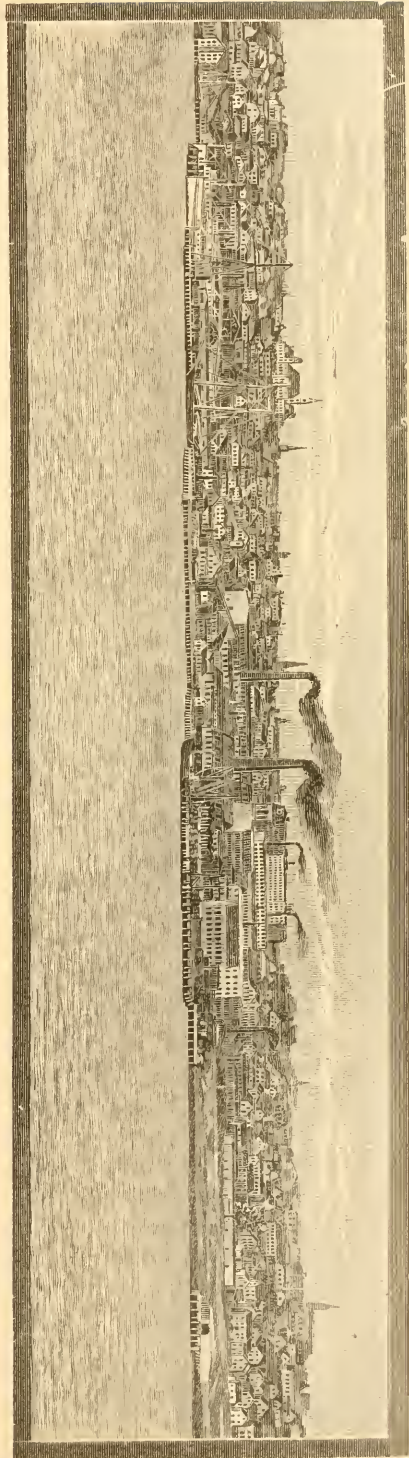
Storage Department for furs, silverware, laces, papers, books and all kinds of valuables at very low rates.

One of the most essential articles required in a cotton mill is what is technically known as "banding," — which varies in size from coarse twine to an inch rope and is used to transmit power from one part of a machine to another on spindles, cylinders, and drums. At 83 Prospect Street, Small Brothers make all varieties besides wrapping twine and clothes lines. The material used is cotton yarn either in the cop, bobbin, or on the beam, and the banding is made to the order of the mills, many of which furnish the material. Badly tangled or raveled yarn is straightened out and utilized, thereby saving what would otherwise be waste. The different varieties of banding made are loop banding for spinning frames, mule spindle banding, drum, rim and scroll banding, etc. Loop banding is a specialty for which they have a large demand. Over five hundred thousand spindles are now being run with the banding made here. The firm occupies a two-story wooden building, 42 x 40, with a covered rope walk 400 feet long. Their machines, of five varieties and numbering seventeen in all, are operated by a ten horse-power engine.

On the left-hand side of the beautiful entrance to Oak Grove Cemetery at the end of Prospect Street is the yard and monument works of Alexander Lawson. Here monuments, headstones, curbings, and all kinds of cemetery work in marble and granite are executed in excellent taste and style. New and original designs are always on hand, and the quality of the workmanship is always equal to the best anywhere. Ten or twelve men are constantly employed, so that orders at any time can be executed promptly. The location of Mr. Lawson's yard is particularly convenient, as it affords facilities for the easy transfer of the perfected work to its destination, while at the same time the position is most appropriate for the giving and receiving of orders for this class of work.

The only shore resort in the immediate neighborhood of Fall River is Riverview Garden, in the village of Steep Brook, three miles north of the city, on the Taunton River. It occupies an excellent position, fine views up and down the river being obtained from the grounds. Clam dinners are served in the regular Rhode Island style in a commodious and airy dining hall, capable of seating three hundred persons at once. On the grounds, which are quite extensive, are a covered ice cream café, an excellent set of swings, hobby horse, plenty of seats, grassy lawns, shade trees and awnings. Northward from the main grounds is a large athletic ground which forms a natural amphitheatre, affording excellent opportunity from two stands, one at either end, and from the banks surrounding it, for witnessing games. The Steep Brook station is only three minutes' walk distant, while the horse-car terminus is only two minutes' walk. Shore dinners are served every Tuesday, Thursday, Friday, and Sunday, under the personal supervision of Mr. Richard Whitehead, the proprietor. In the vicinity there are excellent facilities for boating, bathing, and fishing. In the large building on the street at the entrance is a fine dance hall for the accommodation of parties.

FALL RIVER FROM THE WATER.



In a manufacturing city such as Fall River, with its numerous factories, many lines of work are developed with special reference to the local demand. This is particularly true of the business of the Clarkson Steam Heating Company, 44 Second Street, whose principal work is heavy piping for mills, the putting

in of the immense quantities of steam and water pipes required for the heating and sanitary arrangements in these mammoth structures. The company's specialty is heavy steam work, and the remodeling in existing mills of their heating arrangements for the purposes of securing greater efficiency and economy. They do any manner of work that can be done with piping, whether it relates to steam, air, gas, water, sewerage, or miscellaneous plumbing, either in mills or dwellings, but with the steam work they are particularly at home, and Mr. Clarkson's twenty years of experience in heating private dwellings with hot water or steam, enable them to make the claim that in this line they can do anything that experience has shown to be possible. All kinds of piping for engines, pumps, and boilers are executed in excellent style, and they also erect pumps, boilers, and small engines, and fit valves of all descriptions. Mr. Clarkson has had much experience in fitting up compound engines. Besides all this work the concern deals in steam, gas, and water pipe and fittings of every description, and also in engines, boilers, steam pumps, and engineer's supplies. Get the prices and estimates before going elsewhere.

The Boston and Philadelphia Steamship Company, doing a large freight business from Fall River, and whose wharf is located between the Old Colony and American Printing companies' frontage, have a line from Boston carrying passengers. One of their magnificent steamers sails from end of Long Wharf, Boston, every Wednesday and Saturday, at 3 P. M., and from Philadelphia, every Tuesday and Friday, at 12 M. A capital ocean excursion, giving forty hours at sea. Fare each way \$10, the round trip \$18, which includes meals and berth. Service unexcelled.

In every manufacturing centre in connection with a great industry there are many smaller businesses that supply portions of the necessary materials or tools. One of the most essential subordinate manufactures in such a city as Fall River is the making of loom harnesses. In this business the firm of W. E. McLane and Company is engaged, and the quality of their product is such that an excellent business has been built up. They manufacture harnesses of every description, to order from the best of material. The premises occupied are at 88 Bedford Street, and consist of two rooms 30 x 100 feet and one 34 x 40 feet, in which are machines suitable for the work, all operated by a ten horse-power engine, and a force of twenty-five skilled hands are constantly employed.

In connection with this business a roll covering shop is operated on an upper floor, where ten hands are employed. This department, while practically under the same management, goes under the name of Davis and Company. The covering of rollers is also a very necessary part of the preparatory work in the cotton manufacture, as on the skill and accuracy with which the inner cloth and the outer leather covering is put on the rollers used either on spinning mules or frames, depends largely the evenness of the yarn made on those machines.

This business was established in 1879, and after various changes in the firm Mr. McLane, who had been a partner since the beginning, became the head of the firm. He is a native of Fall River, and thoroughly familiar with the business.

For all varieties of iron and steel the best place in Fall River to go to is the fine establishment of Congdon, Carpenter & Company, 50 and 52 Pocasset Street. They have here constantly on hand a full line of heavy hardware, blacksmith's supplies, carriage woodwork and trimmings, tin plates and metals. A large stock of saddlery hardware and horse furnishings, harnesses, blankets, whips, robes, and everything necessary in these lines are constantly carried, and this branch of the business has been much enlarged and extended. This store is a branch of the well-known house of Congdon, Carpenter & Company, Providence, R. I. and is under the efficient management of Mr. Field.

No improvement sets off an estate to greater advantage than carefully constructed walks, drives, and sidewalks, and undoubtedly the best materials for these purposes are the compositions so largely in use in recent years. Mr. Charles H. Williston, 81 Pleasant Street, Fall River, makes a specialty of all the best varieties of asphalt and concrete work, not only for the purposes mentioned, but also for roofing, for which these materials are most excellently adapted. He has covered the roofs of some of the largest mills in the city with asphalt, for the preparation of which he possesses the best facilities east of New York, having a mammoth steam mixer by which the ingredients are so thoroughly assimilated with each that they form a perfect roofing or paving material. Much of this excellent result is due to the quality of the asphalt, which is a natural product obtained from the celebrated Lake of Trinidad. Mr. Williston is agent for the asphalt concrete, for Warren's natural asphalt and double roofing, which for cheapness, durability, security against fire and water is unexcelled; and also for the Phenix brand roofing materials.

The Providence Washington Insurance Company is one of the oldest and strongest underwriting institutions in the country, and has established a reputation from the Atlantic to the Pacific, which is a source of justifiable pride alike to the city in which it is established, and to its broader home — New England. The company dates from 1799, and its name was formed by the merging into one of the Providence and Washington Insurance companies of Providence. The company does a general fire business in almost every state of the Union, and an extensive marine business. The cash capital at present is \$400,000, and the assets on January 1st, 1889, were \$1,174,148.28.

The offices of the company are at 20 Market Square, in the Providence Washington building, formerly known as the What Cheer building, and now owned by this company. Since its organization the company has only had four presidents: first, Richard Jackson, father of Governor Jackson; second, Sullivan Dorr; third, John Kingsbury; and fourth, the present incumbent, J. H. De Wolf. The present vice-president is J. B. Branch, George E. Bixby is treasurer, and E. L. Watson is secretary. The directors have always been men prominently identified with the business and manufactures in the state. The names of the present board, who are eminently men of the highest business position and character, are as follows: Rowland Hazard, J. H. De Wolf, Wm. Grosvenor, Jr., Wm. Ames, Henry J. Steere, F. W. Carpenter, R. I. Gammell, E. Philip Mason, Royal C. Taft, Eugene W. Mason, John S. Palmer.

THE STRANGERS' GUIDE—FALL RIVER.

POINTS OF INTEREST.

Academy of Music, South Main, corner Pleasant.
 Almshouse, The City, Brownell, west of Highland ave.
 American Print Works, foot of Annawan, corner of Water.
 Athletic Club, The Fall River, Durfee Block.
 Annawan Boat Club House, 76 Davol.
 Armory Building, 1 to 13 Pocasset.
 Associated Charities, 60 North Main.
 Bible Society, Depository 7 Granite Block.
 Borden Block, South Main, corner Pleasant.
 Board of Trade, Manufacturers, Pocasset National Bank Building.
 Children's Home, 130 Walnut, east of Robeson.
 City Hall, Market Square, corner Main and Pocasset.
 City Hospital, at Almshouse.
 Commercial Club, 8 Borden Block.
 Convent and Academy of the Sacred Heart, 70 Prospect.
 Convent of Our Lady of Perpetual Succor, 12 Slade street.
 Convent of the Ladies of Jesus Mary, Mason, corner Bassett.
 Co-operative Building, 112 to 120 Bedford.
 Court House, Court Square.
 Custom House, Second, cor. Bedford.
 Fall River Bleachery, Laurel Lake, Globe Village.
 Fall River Hospital.
 Fall River Savings Bank Building, 83 North Main.
 Flint's Block, Pleasant, corner Third.
 First National Bank Building, 58 and 60 North Main.
 Fire Department, Central Building, 1 to 13 Pocasset.
 Grab Pond, between Ferry street and American Print Works.
 Granite Block, Main, between Pocasset and Central.
 High School, Rock, Locust, High and Cherry.
 Laurel Lake, a pond about a mile in length, on the hill, at Globe Village.
 Notre Dame Orphan Asylum, Bassett, corner Mason.
 Notre Dame College, 19 Bassett, near Ashton.
 Pocasset Block, Main, between Pocasset and Pleasant.
 Pocasset National Bank Building, Main, corner Bedford.
 Post Office, Bedford, corner Second.
 Public Library, Brown's Block, 92 to 96 North Main.
 Slade Ferry Bridge (railway and highway), spanning Taunton River from Remington street, Bowenville, to opposite shore.
 Troy Bridge, Pleasant, corner Fourth.
 Water Works, on shore of Watuppa Lake, end of Bedford street.
 Mule Spinners Association, Fall River Spinner's Hall, 109 1-2 South Main.
 St. Vincent's Orphan's Home, Forest Hill Garden.
 St. Catherine's Convent and Academy, 185 Second.
 St. Ann's Convent and Parochial School, 16 Grant.
 United States Government Building, Second, corner Bedford.
 Women's Union Day Nursery, 28 Robeson.
 Women's Christian Temperance Union, 28 North Main.
 Y. M. C. Association.

HALLS.

Academy of Music, South Main, corner Pleasant.
 Albion Hall, 45 Pleasant.
 Brightman Hall, 400 North Main.
 Brown's Hall.
 Carrollton Hall, 107 South Main.
 City Hall, Market Square, corner Main and Pocasset.
 Concert Hall, 45 Pleasant.
 Forrester's Hall, Troy Building, Pleasant.
 Friendly Sons' Hall, 68½ South Main.
 Garfield Hall, Troy Building, Pleasant.
 Grand Army Hall, Borden Block.
 Knights of Honor Hall, Flint's Block, Pleasant, corner Third.
 Knights of Pythias Hall, 83 North Main.
 Lincoln Hall, 43 East Main.
 Ligano Hall, 117 South Main.
 Masonic Hall, 9 Franklin.
 Metacomet Hall, 49 Bedford.
 Music Hall, 9 Franklin.
 Odd Fellows' Hall, Borden Block.
 Pocasset Hall, over 10 Market Square.

Spinners' Hall, 109 1-2 South Main.
 Star Music Hall, County street.
 St. Jean Baptist Hall, 32 Jencks.
 St. John's Hall, 64 Third.
 Temple Hall, Troy Building.
 Unity Hall, Troy Building.
 Waverly Hall, 48 Borden Block.
 Winslow's Hall, 649 North Main, Steep Brook.

WHARVES.

Bowenville wharf, Bowenville.
 Brayton's, Davol, corner Central.
 City, 76 Davol.
 Derrick, near Old Colony Wharf.
 Fall River Iron Works, foot of Central.
 Globe, foot of Shaw.
 Lindsey's, foot of Central.
 Linen Mill, foot of Ferry.
 Marine Railway, near Rolling Mill.
 Massasoit, Davol, between Central street and Rodman's.
 Mechanics Mill, west of the Mills.
 New York Steamboat, near foot of Central street.
 Oil Works, 18 Davol, foot Pine.
 Providence Steamboat, north side railroad depot, near foot Central.
 Rodman's, 58 to 64 Davol.
 Rolling Mill, near Grab Pond.
 Slade's, 14 Davol, near Central.

RAILROAD STATIONS AND STEAM-BOAT LANDINGS.

Bowenville Depot, Old Colony Railroad, Turner, corner Durfee.
 Fall River and Providence Steamers, near foot Central.
 New Bedford and Fall River Railroad, Eight Rod Way, near Pleasant.
 Ferry Street Station, Old Colony Railroad, foot of Ferry street.
 Fall River line, steamers to New York, landing and railroad station on wharf, foot of Central.

LOCALITIES IN CITY LIMITS.

Bowenville, northern portion of city, near the river, three-quarters of a mile from City Hall.
 Copient, east side of Watuppa Pond.
 Flint Village, eastern portion of city, along the north bank of Quequechan River.
 Globe Village, southern part of the city, a mile and a half south of City Hall.
 Mechanicsville, a portion of Bowenville.
 Mount Hope Village, a portion of the Globe Village.
 Narragansett Village, rear of Narragansett Mills, North Main.
 New Boston, northeastern part of city.
 Oak Grove Village, east of Beattie's Stone Yard, between New Boston Road and Locust street.
 Steep Brook, northwestern part of the city.

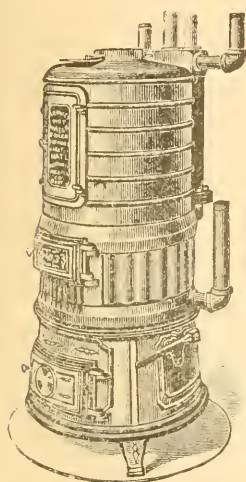
COTTON FACTORIES.

American Linen Mills (two), Ferry.
 Annawan Mill, Annawan.
 Barnaby Mill, Quequechan, Flint Village.
 Barnard Mill, Quequechan, Flint Village.
 Border City Mills (three), North Main, Bowenville.
 Bourne Mills (one), Laurel Lake, beyond Globe Village in Tiverton, R. I.
 Chace Mills (one), Rodman.
 Conanicut Mills (one), Bay.
 Crescent Mills (one), Eight Rod Way.
 Cornwell Mills, Flint Village.
 Davol Mills (two), Hartwell.
 Durfee Mills (three), Pleasant.
 Fall River Iron Works Mill, Water and Ferry sts., on shore.
 Fall River Manufactory, Pocasset.
 Fall River Merino Mill, Alden, Flint Village.
 Flint Mills (one), Alden, Flint Village.
 Globe Yarn Mills (three), Globe street, Globe Village.

CLARKSON STEAM HEATING CO.,

AGENTS FOR THE

SPENCE HOT WATER HEATER,

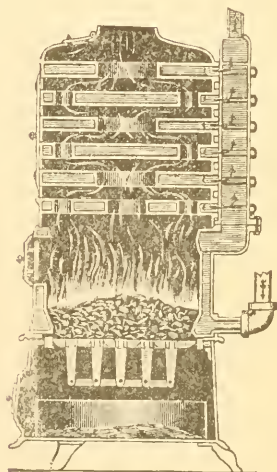


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STEAM, GAS, AND WATER PIPE AND FITTINGS OF EVERY DESCRIPTION. ENGINES, BOILERS, STEAM PUMPS, AND ENGINEERS' SUPPLIES.

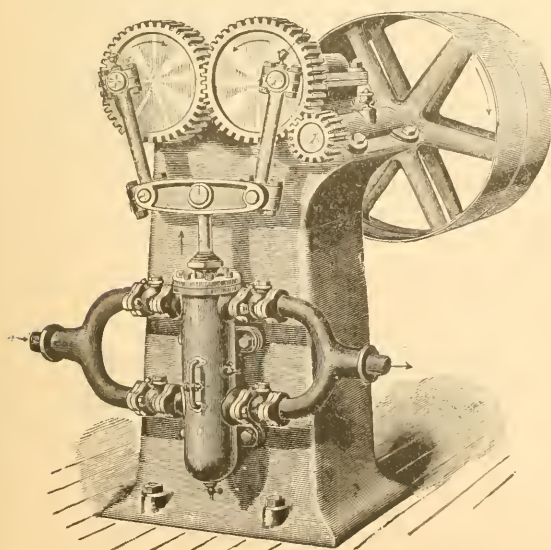


No. 44 Second Street, Fall River, Mass.

PHENIX ✕ IRON ✕ FOUNDRY,

PROVIDENCE, R. I.,

Sole Manufacturers of the



IMPROVED NAGLE POWER PUMP.

Also, Manufacturers of Bleaching, Dyeing and Printing Machinery, for finishing Cotton Goods, and of general Mill Work. Cotton, Paper, and Husk Rolls a specialty.

For Gears, Pulleys and Pumps, send for Catalogue.

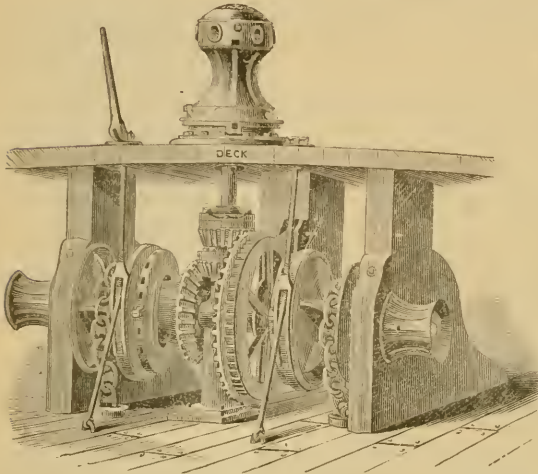
C. R. EARLE, Prest. and Treas.
A. W. C. ARNOLD, Agent.
M. W. GARDINER, JR., Sec.

ESTABLISHED 1857.

American Ship Windlass Co.,

PROVIDENCE, R. I.

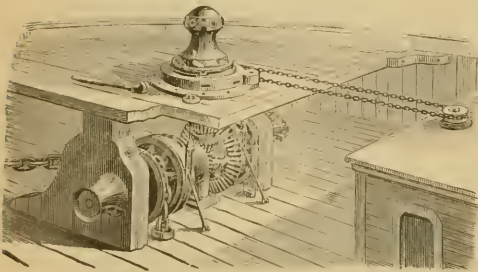
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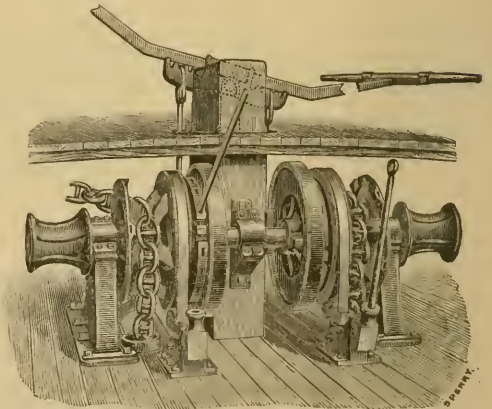
THE "PROVIDENCE" PATENT CAPSTAN WINDLASS

Original and only Builders of the Celebrated "Providence" Steam and Hand Windlasses, and Steam, Crank and Power, Capstans, for Steam and Sailing Vessels, Yachts, Tugs, Wrecking Boats, Pilot Boats, Elevators, Dry Docks, Etc.

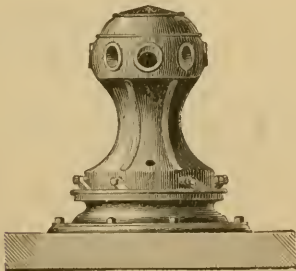
And also Winter's Patent Hawse Pipe Stoppers and Wharf and Ferry Drops.



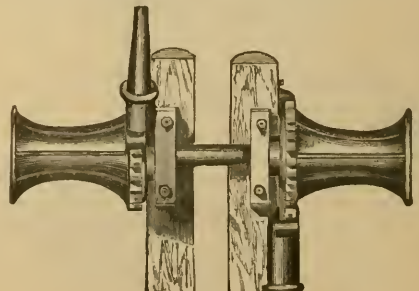
THE "PROVIDENCE" PATENT CAPSTAN WINDLASS, WITH T. J. SOUTHARD'S MESSENGER CHAIN ATTACHMENT.



THE "PROVIDENCE" PATENT PUMP BRAKE WINDLASS. NEW STYLE.



THE "PROVIDENCE" PATENT POWER CAPSTAN.



THE "PROVIDENCE" RATCHET GYPSEY WINDLASS.

Granite Mills (two), Twelfth.
Haggreaves Mills (one), Flint Village.
King Phillip Mills (two), Laurel Lake, Globe Village.
Laurel Lake Mills (one), Broadway, Globe Village.
Massasoit Manufacturing Co.
Mechanics Mills (one), Mechanicsville, Bowenville.
Merchants Mills (two), Fourteenth.
Metacomet Mill, Annawan.
Narragansett Mills (one), North Main, Bowenville.
Osborn Mills (two), Laurel Lake, Globe Village.
Pocasset Mills (three), Pocasset.
Quequechan Mills (one), Pocasset.
Richard Borden Mill (two), Rodman.
Robeson Mills (one), Hartwell.
Sagamore Mills (two), North Main, Bowenville.
Seacommet Mills (one), East Warren, Flint Village.
Shove Mills (two), on Laurel Lake; one in Globe Village, the other over the line in Tiverton, R. I.
Slade Mills (one), Laurel Lake, Globe Village.
Stafford Mills (two), Quarry.
Tecumseh Mills (two), Hartwell.
Troy Mills (two), Troy, between Pleasant and Bedford.
Union Mills (one), Pleasant.
Wampanoag Mills (two), Quequechan.
Weetamoe Mills (one), Mechanicsville, Bowenville.

POLICE STATIONS.

No. 1.—Court Square.
No. 2.—North Main, corner Brownell.
No. 3.—Pleasant, corner Rockcliffe.
No. 4.—Freedom.

FIRE DEPARTMENT.

Central Building, 1 to 13 Pocasset.

Fire Engines and Stations.

No. 1.—Quequechan, Prospect, corner Highland avenue.
No. 3.—Metacomet, Central Building.
No. 4.—Niagara, Niagara Building, Eight Rod Way.
No. 5.—Massasoit, Freedom, Globe Village.
No. 7.—Pocasset, Pleasant, corner Rockcliffe.

Hook and Ladder Companies.

No. 1.—Reindeer, Central Station, Pocasset.
No. 2.—Antelope, 95 Bedford.
No. 3.—Niagara Building, Eight Rod Way.

Hose Companies.

No. 2.—King Phillip, 95 Bedford.
No. 6.—Annawan, North Main, corner Brownell.
No. 8.—Cascade, 166 South Main, near Morgan.

PUBLIC SCHOOL BUILDINGS.

Grammar Schools.

B. M. C. Durfee High School, Rock.
Borden, Brownell, corner High; Border City; Davenport, Branch, corner Fourth; Davis, Quequechan; High; Westall, Maple; Morgan; Slade, South Main, corner Slade.

Training School.

Robeson, Columbia street.

Intermediate Schools.

Annawan street; Borden, Brownell street; Border City, North Main, Bowenville; Bowen street, Broadway; corner Division street; Brown, Bedford street; Brownell, Brownell street, Cambridge, corner Coral street; Chace, Warren street; Columbia street; Covey street; Danforth street; Davenport, Branch, corner Fourth; Davis, Quequechan; Ferry lane; High street; June street; Linden, corner Locust; Lindsey street; Morgan street; Mount Hope avenue; Pine street; Slade, South Main, corner Slade.

Primary Schools.

Annawan street; Bedford street; Border City; Bowen street; Broadway, corner Division; Brown, Bedford street; Brownell, Brownell street; Buffinton street;

Cambridge, corner Coral street; Canal street; Chace, Warren street; Columbia street; Covey street; Danforth street; Davenport, Branch, corner Fourth street; Davis, Quequechan street; Ferry lane; Flint street; High street; June street; Linden, corner Locust street; Lindsay street; Maple street; Morgan street; Mount Hope; Osborn street; Pine street; Pleasant street; Slade South Main, corner Slade street; Town avenue; Third street.

Mixed Schools.

Copient; Indian Town; Lower New Boston; Steep Brook; Upper New Boston; Tucker street.

CHURCHES.

Baptist.

First, North Maine, corner Pine.
Temple, 55 South Maine, between Annawan and Spring.

Congregational.

First, North Main, corner Elm.
Central, Rock, corner Bank and Franklin.
Central Mission Sabbath School, Pleasant, cor. Sixth.
Third, Hanover, corner Maple.
French, Pleasant, corner Sixth.

Christian.

Franklin street, Franklin, corner Purchase.
Bogle Street, Bogle.
North, Steep Brook.

Episcopalian.

Church of the Ascension, 44 Rock.
St. John's, 263 South Main.
St. Mark's, Flint Village.
St. James', North Main, opposite Narragansett Mills.

Methodist Episcopal.

First, South Main, near Annawan.
St. Paul's, Bank, near North Main.
Quarry Street, 31 Quarry.
Brayton, Globe, Globe Village.
North, Steep Brook.
Park, North Main, corner Hood.
Maple Street (African), 57 Maple.

Presbyterian.

United Pearl, corner Annawan.
Westminster, South Main, opposite Washington.

Roman Catholic.

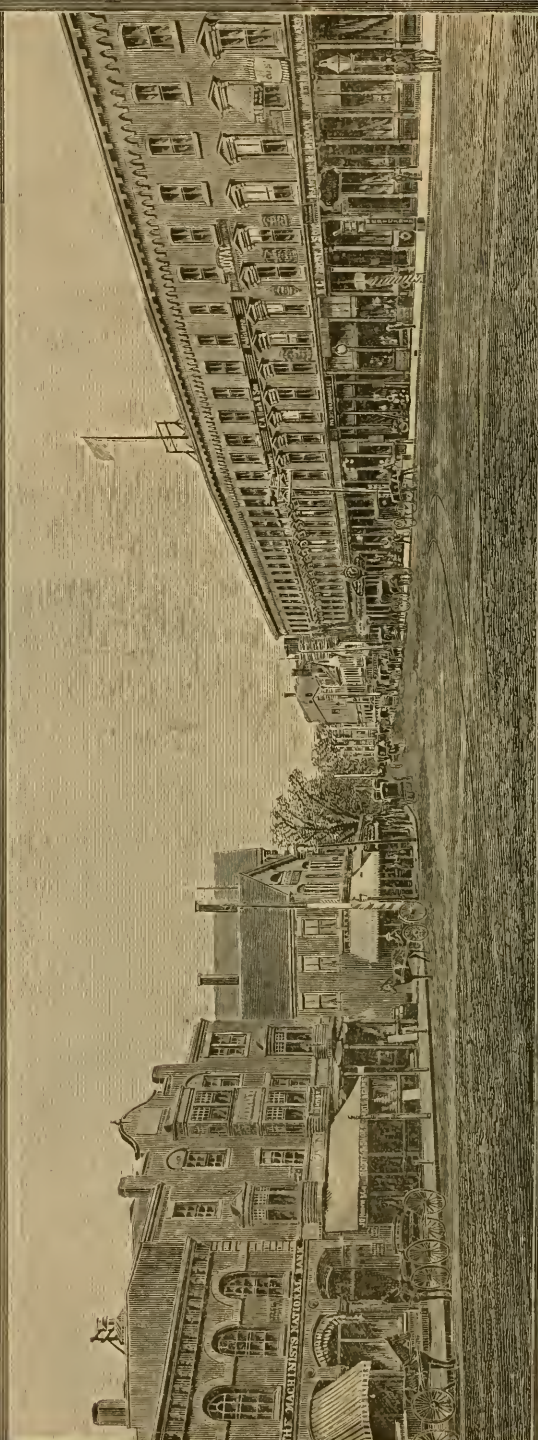
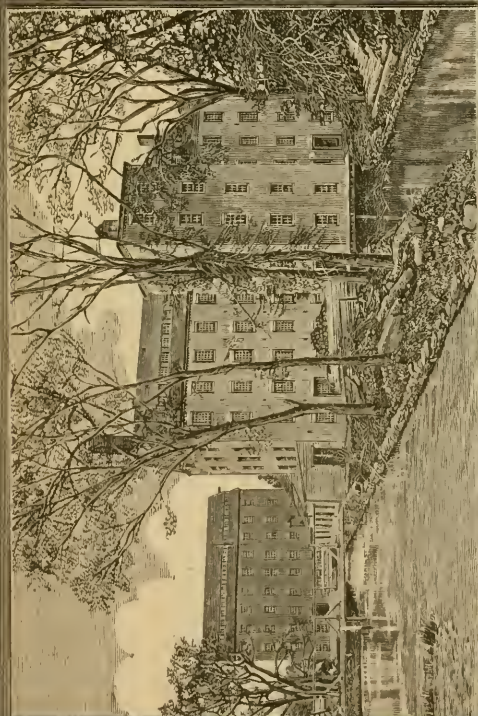
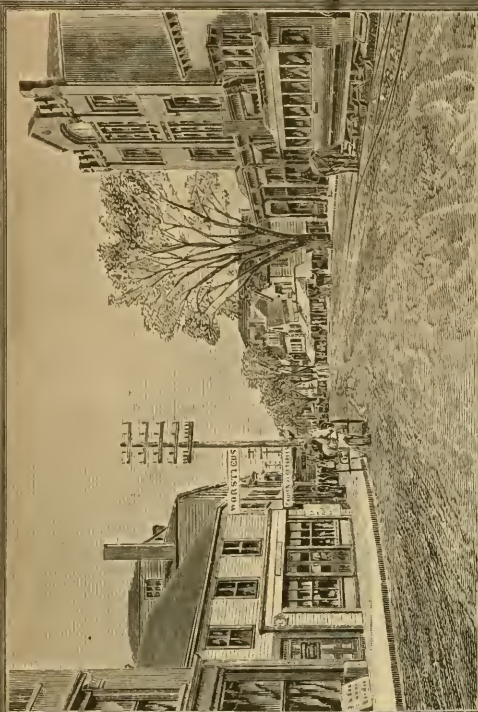
Church of the Sacred Heart, Linden.
St. Joseph's, North Main.
St. Mary's, Spring.
St. Louis', Durfee avenue, corner Eagle.
Notre Dame de Lourdes, Basset, opposite Ashton.
St. Ann's, Hunter, corner William.
St. Matthew's, St. Mary's street, Mechanicsville.
St. Patrick's, Slade.
St. Peter and St. Paul's Church, Snell.
Immaculate Conception, Thomas, near County.

Other Denominations.

Advent Christian, Coral, near Stafford road.
Friends, 99 North Main.
New Jerusalem, 64 Rock, between Cherry and Locust.
Primitive Methodist, Eight Rod Way.
Reorganized Church of Jesus Christ of Latter Day Saints, Cladlin.
Unitarian, 115 North Main.

CEMETERIES.

Friends, North Main, corner Hood.
North Burial Grounds, North Main, corner Brightman.
Oak Grove, head of Prospect.
St. John's, Brightman.
St. Mary's, Amity and Laurel.
St. Patrick's, Highland avenue.
Notre Dame (French), Stafford Road, near R. I. line.



TAUNTON STREET VIEWS.

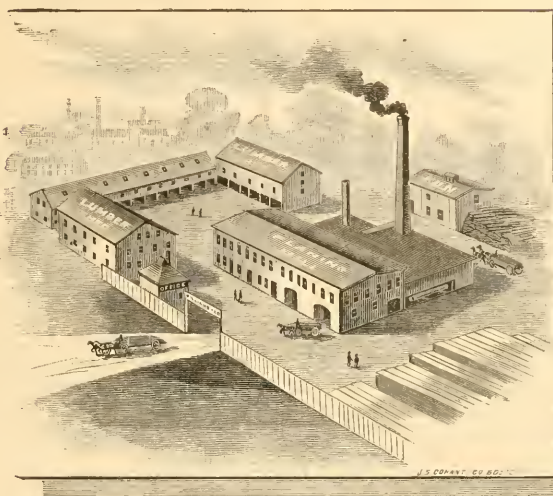
A. G. WILLIAMS & CO.

Lumber Yard,

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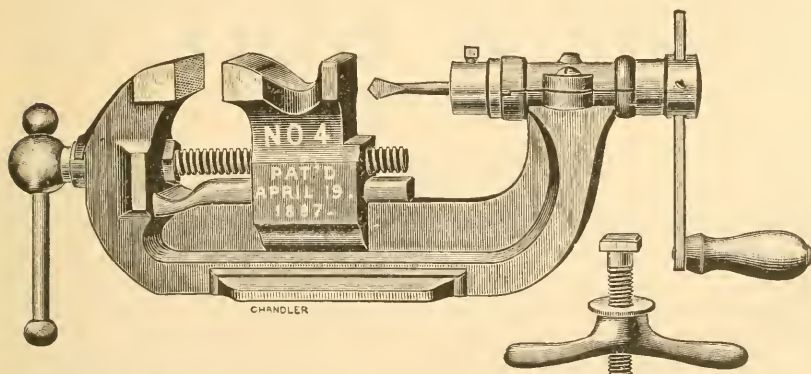
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Factory, 62 Weir St., - - - TAUNTON, MASS.

E. C. STRANGE'S Pat. Combination Vise and Drill



This Combination Vise and Drill will be found not only a useful tool for the Machine Shop, but indispensable to the Carpenter, Pattern Maker, Wheelwright, Blacksmith, Farmer, Dentist, Jeweler, Wood-Engraver, Cooper, or Amateur. For use on board Steam Ships and Sailing Vessels will be found peculiarly handy.

Substantially made of the best materials. Every part fitted to standard. Any piece accidentally injured can be duplicated at once.

STRANGE'S Champion Combination Foot Lathe,

PATENTED AUGUST 8TH, 1876,

MANUFACTURED BY

Strange's Machine Works, TAUNTON, MASS.

In the combination here offered, we have in one machine all the advantages of the

Turning Lathe, Boring Machine, Circular and Jig Saw.

ONE OR ALL PARTS MAY BE USED AT THE SAME TIME.

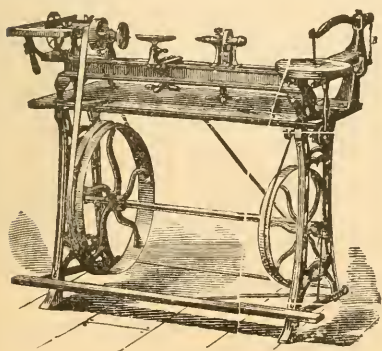
It possesses superior advantages over all others for Turning, Drilling, Polishing, Scroll and Circular Sawing. It turns 22 inches long, and 7 inches diameter. Weight complete, 175 lbs.

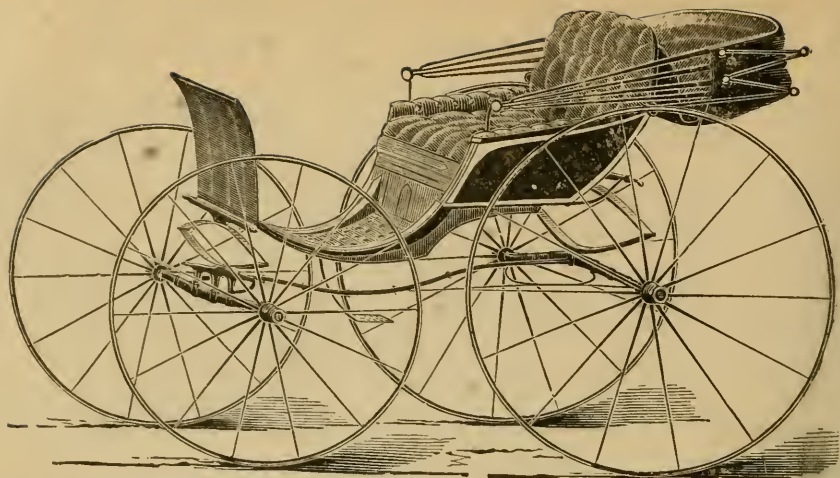
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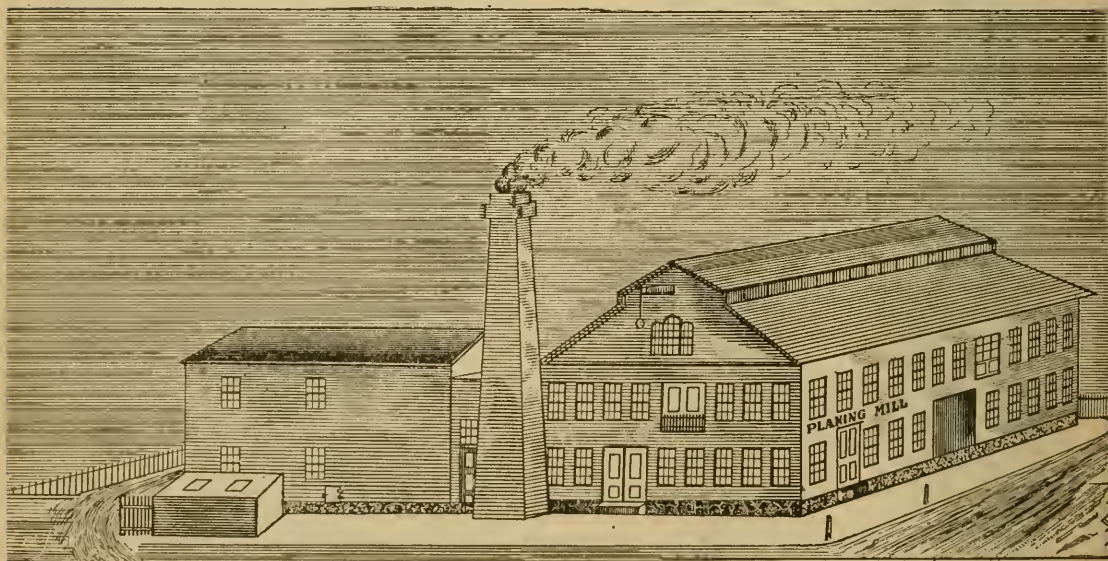
Fine Carriages,

24 to 38 FOURTH STREET, - - - NEW BEDFORD, MASS.

Horse Shoeing and Carriage Repairing.

MOORE & BOOTH,

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Cabinet and Door Work in all its branches. Mantels of all kinds a specialty.

MOORE & BOOTH, - Cor. Mason and Myrtle Streets, - TAUNTON, MASS.



THE HIGH SCHOOL, TAUNTON.

PART SECOND.

Taunton.

AN OFF-SHOOT OF PLYMOUTH COLONY—INDIAN NAMES AND INCIDENTS—ELIZABETH POOLE
—SITUATION AND TERRITORY—SHIPPING FACILITIES—WATER POWER—LOCALITIES
IN THE CITY—INDUSTRIES: EARLY MANUFACTURE OF IRON—INCORPORATION—
CAUSES OF SLOW GROWTH—INSTITUTIONS AND CONVENIENCES—CHURCHES—
INSANE ASYLUM—DERIVATION OF NAME—RAILROADS—WALKS ABOUT TOWN.

ONE of the sections of country first settled in New England by the white men was within the territory now under the jurisdiction of the city of Taunton. The original settlement of Plymouth by the Pilgrim Fathers in 1620 was only twenty miles away from the head of navigation on the Taunton River, and when they began to extend their settlements into the new country, they went westward along the Indian trails, and within ten years after the arrival of the *Mayflower*, settlers had founded homes on the bank of the Taunton River. By 1639 there were enough settlers in the vicinity to form a self-governing community, and it was incorporated in that year under the Plymouth patent, being the oldest settlement in Bristol County, and the fourth in order of time in the colony.

The Indian name for the locality on which Taunton now stands was Cohan-net, and the settlers adopted this title at first, which is still retained in some

local names of streets and other things. The word is said to have meant "the place of snow-drifts," because the aborigines had observed that more snow fell here on the plains and remained longer than on the sea-coast at Montaup, Sowams, and others of their haunts. Before the arrival of the Pilgrims a plague had raged among the Indians in this region of country, and had almost caused a depopulation of the land. The year after the Pilgrims landed at Plymouth, one of their number, Edward Winslow, guided by an Indian, crossed the country from Plymouth to the head of the Taunton River, passed down along its banks on his way to see Massasoit, Chief of the Wampanoags, who had his home at Sowams, on the spot where Warren, R. I., now stands. Two years later Winslow made the journey again, this time, however, being accompanied by one John Hampden, supposed by some to have been the celebrated English patriot of that name who took such an active and glorious part in the events leading up to the overthrow of Charles I. of England.

A popular tradition to the effect that Taunton was founded by Elizabeth Poole, an English lady of quality, in 1637, was accepted to such an extent, that a monument erected in 1836, by the ladies of Taunton in her honor, describes her as the "Foundress of the town of Taunton." Her name, however, does not appear as one of the original proprietors, and according to the Hon. Edmund H. Bennett, in his historical address on the 250th anniversary of the founding of the city, "So far as we can now ascertain, the popular tradition of her purchase of the place with a jack-knife and a peck of beans, must be ranked with the legends of Romulus and Remus as founders of Rome; with that of William Tell as the deliverer of Switzerland, or of Pocohontas as the saviour of Captain John Smith." It is quite clearly proved, however, that this lady was one of the most influential and public-spirited of the first settlers, that she with her household removed here from Dorchester, became a large land owner, was an active promoter of the interest of the community, and was a woman of great virtue and energy, so that although perhaps not entitled to the title "foundress," she is worthy of remembrance for her work and character.

The city of Taunton is situated at the head of navigation on the Taunton River, seventeen miles north of Fall River. The city proper, comprising the compact community on the river, covers less than four square miles, but the outlying country, principally to the west and north, is under the municipal jurisdiction, and the whole territory is over ten miles in extent in its greatest length, by nine in its greatest width, although in one portion it is only two miles wide and is very irregular in outline, as many of the adjoining towns have been formed out of its original bounds. The surface is generally flat and but slightly elevated above the sea level, the highest point being Prospect Hill, two and a half miles north of the centre of the city, and less than two hundred feet above tide water.

Taunton, although so far inland, has excellent shipping facilities, furnished by the river of the same name which flows around the city to the eastward and has its sources in several small streams in Plymouth County. At East Taunton, four miles from the city, is a dam which furnishes a head of water for the Old Colony Iron Works located there. The tide of Mount Hope Bay



A TAUNTON INDUSTRY—THE BRICKMAKERS.

ebbs and flows to this point, and tugs and scows ascend thus far with freight. The head of navigation for sailing vessels is at Weir Village, the southern end of the city.

The Mill River enters the city from the north, and flowing through the villages of Whittenton, Britanniaville, and Hopewell, furnishes power for manufacturing establishments in these places and in the central portion of the city, and unites with the Taunton River at the Neck o' Land a short distance above Weir Village. In the westerly part of the territory the Three Mile River flows, furnishing power for mills in the villages of Oakland and Westville, and unites with the Taunton River at the village of North Dighton, three miles below the city. In the easterly part are several ponds which afford power at their outlets for saw-mills. There are some forests of considerable extent in the outlying regions, the largest being in Great Cedar Swamp to the northeast.

The city itself consists of the central and most compact portion on the Mill River about half a mile from its junction with the Taunton River, the villages of Hopewell, Britanniaville, and Whittenton, north of the central part in the order named, and the village of Weir, south on the Taunton River, and the port of the entire community. The villages to the north are separated by comparatively thinly settled sections from each other and from the central part which, however, merges into Weir on the south, there being no large unoccupied spaces as at the north.

Taunton has probably more varied industries than any city of its size in New England. The leading ones at present are the manufacture of cotton goods, tacks, nails and spikes, locomotives, cotton machinery, printing presses, stoves and stove linings, copper and zinc in all mercantile forms, britannia ware and bricks, besides which there are a large number of other manufactures carried on in small establishments. In the vicinity of Taunton iron works were established as early as 1656, and during the eighteenth century on all available spots along the numerous streams in the township, forges and "bloomeries" were put into operation to convert the native ore into iron. During the latter part of the seventeenth century and the beginning of the eighteenth, ingots of iron were used as money in this region. At the villages of Hopewell and Whittenton where cotton mills now exist, the original industry

was the iron manufacture. This early start in the basal manufacture in a new country resulted in giving Taunton a much diversified industry, as the converting of the native ore into bar iron was soon followed by attempts to manufacture it into necessary implements, tools, and supplies. The nail manufacture has always been a leading business, and the improvements in machinery have been fully utilized in this industry in the establishments here.

In January, 1865, Taunton became a city, and its population was 16,005. In 1875 the number of inhabitants was 20,445, an increase of 4,440, which the Massachusetts State Census said was from the natural growth, as "the burning of the Taunton Car Company's Works, the removal of the American Screw Company's Works to Providence, R. I., the depression in the iron and brick businesses were causes which prevented a large increase in population." From 1875 to 1885 the city gained 3,229 in population, making a total of 23,674, an increase of 15.79 per cent. The annexation of a portion of Taunton to Berkeley, and the removal of a mill from East Taunton, made the percentage of increase smaller than it otherwise would have been. The proportion of persons of foreign birth is slightly less in Taunton than in New Bedford, and very much less than in Fall River. This is undoubtedly accounted for by the fact of the greater diversity of employment in Taunton, and also that the industries carried on have required a larger proportion of skilled workmen.

The city has all the modern conveniences now considered so requisite for municipal well-being. An admirable system of water-works was put in operation in 1876, on the Holly System of direct pumping, the supply being obtained from the Taunton River above tide-water. A free Public Library was established in 1866, and has since been maintained in excellent condition. Taunton is the home of a noted association, the Old Colony Historical Society, organized in 1853, which has always held its meetings in the city, its object being the preserving of the history and records of the Old Colony in Massachusetts. Numerous papers on the early and recent history have been read before this society, some of which have been published in its proceedings.

A horse-car line runs the entire length of the populous portion of the city, from Whittenton to Weir Village, and shorter routes run across from the City Hall to some distance out on Winthrop Street and to the Agricultural Fair Grounds. By these routes the community is very well served, as the lines reach every part of the city. A daily and two weekly newspapers are published in the city. Taunton was the original county seat of Bristol County, but when New Bedford became a large and populous place during the palmy days of the whale fishery, terms of the courts were also held there, and when, later on, Fall River began to increase from its condition as a small village, it, too, was elevated to the position of a court town.

In the city and adjoining villages there are twenty-one churches, several of those in the central part being stately and beautiful edifices. Eight denominations are represented, the Congregationalists and Methodists having each five churches, the Roman Catholics four, the Baptists and Episcopalians two each, and the Unitarians, Presbyterians, Universalists, one each, and there are several mission chapels. The Associated Charities of Taunton is an organization sus-

tained by the churches and charitable associations, and has accomplished very excellent work in its chosen field.

One of the finest institutions of the kind in the country is the Taunton Ho-pital for the Insane, situated on a slight elevation across the Mill River from Hopewell Village. It was the second establishment of the kind in Massachusetts, and was finished and ready for use in the early part of the year 1854. Since then various additions have been made to the buildings, until now they constitute a large and imposing pile, and are so located among pleasant lawns and woods that the best results for their unfortunate inmates are obtained.

The city is named after Taunton in Somerset, England, from which place a number of the first settlers came. Rev. Charles H. Brigham, in a lecture before the Old Colony Historical Society, in 1855, said: "The word Taunton is genuine Gælic, and means 'town on the banks of the river.'" It is a curious fact that a number of the names of towns and villages in the neighborhood of Taunton, are similar to the names of places near the English Taunton, among which are Bridgewater, Norton, and Tiverton, showing unmistakably the nativity of the first settlers.

Two lines of the Old Colony Railroad run through Taunton, namely, the main line between Newport and Boston, and the Northern Division between New Bedford and Fitchburg, crossing each other at Weir Junction. The principal depot is the Central Station on Wales Street. Other stations are Dean Street, on the east side, Weir and Weir Junction Stations in the suburbs of that name, and Whittenton Station at the north.

Taunton River is famous for its herring fisheries and large quantities of shad and alewives are taken from the river in April and May. Weir Village gets its name from the weirs or seines formerly used here to snare the fish. The story goes that the Taunton fishermen or skippers when hailed by other vessels and asked as to where they were from, would answer, "Taunton, good Lord!" in a tone of voice and with a manner implying thankfulness that they were not outside barbarians from Rhode Island or other such outlandish places.

Almost since the time of the first settlement of Taunton brickmaking has been a prominent local industry. Within the present century as the town begun to assume larger proportions, the business increased, and was carried on in many yards, the work being done by hand, and a production of 300,000 was considered a large amount. With the improvements in machinery occurring in the last half century, and more especially in the last twenty-five years, the methods of brickmaking have also been revolutionized by the use of machinery.

A large amount of shipping is owned in Taunton, probably aggregating nearly 50,000 tons, a large proportion being schooners of over 1,000 tons burden. These vessels are mostly employed in general coasting business, only making occasional trips up the river. They cannot come up to the city, but discharge at Somerset or Dighton. The manufactured products, such as nails, stoves, tacks, bricks, etc., are largely carried by water away from the city to the market, in New York and Boston.

The 250th anniversary of the founding of Taunton, was celebrated on the 4th and 5th of June, 1889. On the 4th an elaborate programme of musical and literary exercises was gone through in Music Hall, the principal features of which were an historical address by the Hon. Edmund H. Bennett, and a poem by Henry W. Colby. A banquet was then indulged in at the Agricultural Ground, and in the evening there was a grand ball at Armory Hall. On the 5th the chief feature of the celebration was a military, civic, and trades procession. Many distinguished men from other towns and cities in Massachusetts, and also from other states were present and participated in the ceremonies.

Walks About Town.—If the visitor wishes to obtain a clear idea of Taunton, the location of its industries and of its residences, the best starting point is the Central Railroad Station on Wales Street. Across the tracks from the station are the works of the Mason Machine Company, consisting of many brick buildings, extending for more than 500 feet along the tracks, and the entire premises cover between nine and ten acres of land. The company manufacture locomotives, cotton machinery and machinists' tools. South of the station and across Wales Street from it, are the Taunton Locomotive Works, also located along the railroad tracks, and covering a large area. Up Wales Street, on the corner of the second street from the railroad, is the Eagle Cotton Mill, a small brick factory. A short distance further are the works of the Leonard Coöperative Foundry Company. From the railroad track on the north side of the Mason Locomotive Works runs Oak Street, and the third street to the right running out of it is Agricultural Avenue, at the end of which are the fair grounds, where the annual fairs of the Bristol County Agricultural Society are held.

Leaving the station let us proceed across the open space to the east, and enter High Street. On the right are the buildings of the Taunton Locomotive Works. A few steps bring us to the Four Corners formed by the junction of Cohannet and High streets. The large square brick building to the right is the Cohannet Street Grammar School. Beyond it is the St. Thomas' Episcopal church, a fine stone structure fronting on High Street. Across the street from the Grammar School, and adjoining the premises of the Locomotive Works, is the Central Methodist Church, a plain wooden edifice. From this position the rear of the large brick structure of the Winthrop Street Baptist Church looms up. Turning up Cohannet Street, we pass on the left the Winslow Church, Congregational, also known as the Third Trinitarian, and a little further Music Hall. Now we are on the bridge over the Mill River, looking north from which on the east bank are seen the tack and nail works of Anthony & Cushman. We soon emerge on City Square, the business centre of the city, a square plat of land, the centre consisting of the "Green," so-called, inclosed with an iron railing, and bordered with trees. Streets run along the four sides of the Green, on which, and on the portions nearest the square of those leading out of it, are banks, offices, and the majority of the retail stores in the city. All the principal streets in the city run from the square.

Court Street runs out of the square at the northwest corner. On the right, as we leave the square, are the County Court House and the County Building.



A TAUNTON INDUSTRY — THE HERRING FISHERIES.

both substantial brick edifices, and on the other side are the police station and the First District Court. On the left, back from the street on the river bank, are a number of manufacturing establishments.

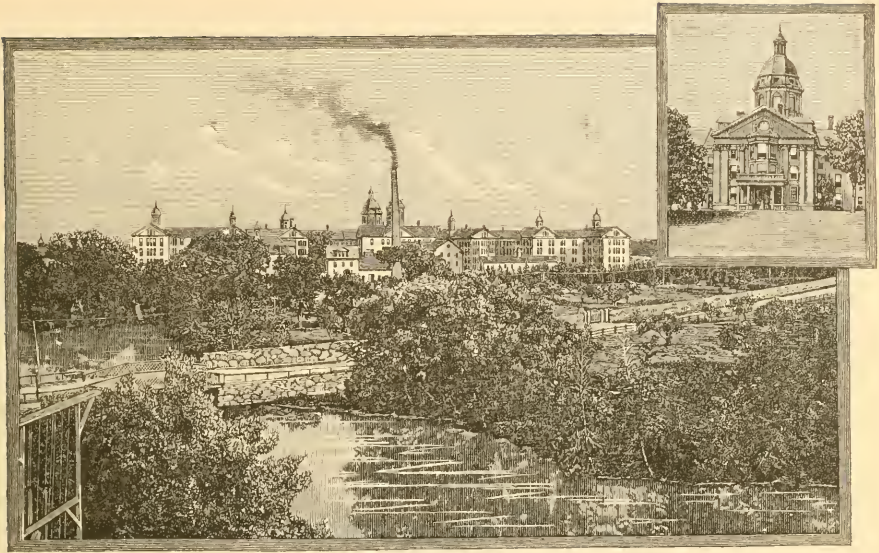
A short walk brings us into Washington Street, turning into which on the left we come to another bridge over the Mill River. North of the bridge are the Park Mills. Just beyond them can be seen on the west bank the County Jail and the Canoe Mill, fronting on Chandler Avenue. The Mill River was originally known as the Canoe River. About a quarter of a mile above Canoe Mill, but on the east side of the river, are the Cohannet and Elizabeth Poole mills, engaged in the manufacture of cotton yarns, hosiery, etc. In this section the dwellings are chiefly factory tenements. On the north side of Washington Street, a short distance eastward from the bridge, is the new High School, erected in 1884. It is a large brick building with a fine observatory tower, and many modern conveniences.

Returning to City Square and leaving it by Main Street, which runs out of it on the east, we pass on the right Oak Hall, a long three story brick edifice, the largest building in the business section. On either side of the street are a number of fine brick buildings, and in this section are many retail stores. A walk of a little more than a hundred yards brings us out at the junction of Summer and Main streets, forming a large triangular open space. Facing this space, on Summer Street, is the City Hall, a tasteful brick building, and east of the junction is the Unitarian Church, a stone edifice erected in 1830. It stands in an extensive yard bordered on the street side by a low stone wall, on the inside of which are lines of fine elm trees, and close to the church are a number of

evergreens. The entire yard is a triangular piece of ground bounded by Summer, Main, and Spring streets, and the eastern portion is a small park known as the Church Green. The society worshipping in this edifice dates its existence back to 1637, and is consequently much the oldest in the city. Across Spring Street from the Church Green is the Bristol Academy, a private institution of learning. In this neighborhood are the finest residences in the city. Looking from the junction of Summer and Main streets down both these avenues, we gaze through over-arching vistas of trees, which with the arbors formed by those surrounding the church, forms a number of beautiful pictures. Dean Street, which is a continuation of Main, leads to the station of that name on the Old Colony Railroad.

Whittenton and Hopewell villages are reached by the horse-cars running out of the square through Broadway. On the corner of this street the most conspicuous building on the square is the City Hotel, from the front of which, on Broadway, our car starts. On the right we first pass the double building containing the Bristol County Savings Bank, and the Free Public Library. The stone church just beyond on the same side is the Trinitarian Congregational. Two streets further on the left, but fronting on Washington Street, is the New Presbyterian Church, and at the upper corner on the right is the St. Mary's Catholic Church, the finest edifice belonging to that denomination in the city. This portion of Broadway is a wide avenue lined with trees and bordered by pleasant residences. After passing St. Mary's Church we enter the sparsely settled district, and to the left we see the Cohannet and Elizabeth Poole mills, while the buildings of the Taunton Lunatic Asylum, half a mile away across the river, are the most conspicuous objects in sight. About half a mile beyond St. Mary's Church, we pass through the village of Hopewell containing the dwellings of the operatives, a few stores, and the two stone mills on the river bank. A short distance from Hopewell we come to the Four Corners, houses lining the street all the way, and the Corners wears the appearance of a busy place. The horse-car turns into Britannia Street on the right and makes a long detour, the line forming a loop, passing through, first, the village of Britanniaville, and then at the bottom of the loop Whittenton, returning through a thickly settled region to the Four Corners. Whittenton and Britannia villages are both collections of factory houses, but the Four Corners and its neighborhood contains some very tasteful residences and a number of stores. The Britannia Works are very extensive and are the largest of their kind in the country. The Whittenton Mills is the largest cotton manufacturing concern in the city.

The horse-cars run from Whittenton through Broadway across City Square and through Weir Street to Weir Village. Weir Street leaves City Square from the South and runs in a direct line to Weir Village. On the right as our car passes down the street, we obtain glimpses between the houses of the buildings of the Taunton Tack Factory on the river bank, but in the rear of the street. Soon the river is crossed and then High Street is reached, on corner of which, on the left, is the Universalist Church. Off to the left along the river bank is a large group of buildings, the tack and nail factory of the Albert Field Tack



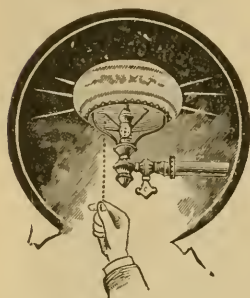
THE TAUNTON HOSPITAL FOR THE INSANE.

Company. Just beyond, on the right corner of Somerset Avenue, is the Grace Methodist Episcopal Church. Half a mile further the street crosses the railroad at grade, and just before the crossing is reached, on the right, is the First Methodist Episcopal Church, and on the left is Weir Junction, where the Northern line and the line between Boston and Newport, of the Old Colony Railroad, cross each other. Below the crossing Weir Street turns to the right into West Water Street, and we have arrived at Weir Village.

West Water Street runs along the east bank of the river for about half a mile, and for the greater part of this distance the river bank is built into a wharf. On the land side of the street, at the horse-car terminus, are a number of retail stores, but further on are a succession of manufacturing establishments, namely, the Phoenix Manufacturing Company, Cobb Stove & Machine Company, Taunton Crucible Company, Taunton Copper Company, Union Stove Lining Works, Taunton Iron Works, in the order named, and back some distance from the river are the Presbrey Stove Lining Company and the Taunton Stove Lining Company. The river in front of all these concerns is the width of about three ordinary schooners, and is deep enough for a vessel of several hundred tons burden.

One of the principal establishments in Weir Village is the Williams Brick Company. The business was started April, 1870, by Mr. A. H. Williams, and in 1873 his son became a partner. The Pug-mill mixing machines are used, and the moulds are sanded by a machine, which effects a great saving in labor. No other concern in Taunton employs this improvement. A new engine of forty horse power, put in 1887, furnishes power. The works and yards cover twelve acres, the brick sheds are 200 x 50 feet, the engine house 14 x 20, and

there is a fine office and commodious barn on the premises. From forty to fifty men are employed during the season. The bricks here made are exceedingly well adapted for all kinds of building and paving, and are in demand for large buildings and factories.

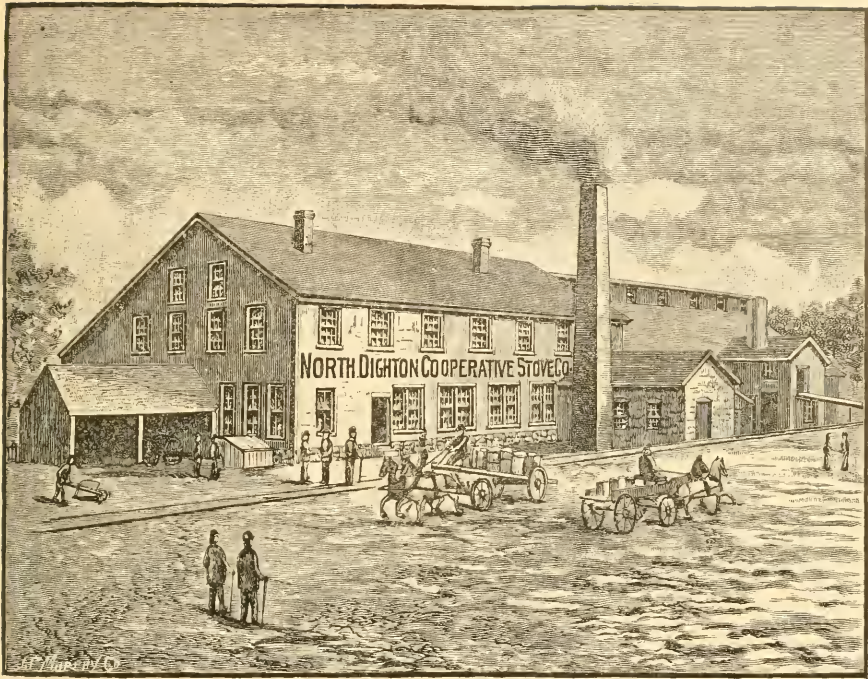


There are but few of the many elegant private residences that are now being so profusely erected in this section of the country but have attached to them most of what are designated as modern improvements in the way of heating, lighting and draining the dwelling-house and its premises. Among the most popular and valuable of these improved inventions is the Electric Gas-Lighting Apparatus as applied to dwelling-houses by the Taunton Electrical Supply Company, A. N. Dyer superintendent, located at No. 44 Main Street, Taunton, where the business has been established for four years. This company contracts for fitting private residences, hotels and business houses with the latest and most approved electrical apparatus, at short notice, without disturbing the occupants or injuring the premises. Burglar alarms, annunciators, speaking tubes, bell work, and all other electrical appliances for domestic uses put up and repaired, job and experimental work done promptly, with first-class workmanship, at reasonable prices. Architects, builders, decorators, and others, will find their full and fine display of electrical appliances worthy of a critical examination.

One of the most necessary of all mill supplies are shuttles. In Taunton this manufacture is conducted by S. A. Dudley, on Cushman Street, Weir Junction, where he makes all styles of shuttles for cotton, woolen and silk mills, his



speciality being a patent inside catch shuttle spindle, for carrying bobbin filling, which is rapidly taking the place of cops in all the latest improved machinery, and is acknowledged to be the best shuttle spindle now on the market. Another improvement recently made and for which an application for a patent is now pending is a stub spindle with a double outside catch, the design of which is shown in the two illustrations. Mr. Dudley started to work with his father in the town of Sutton, Mass., nineteen years ago and in 1884 started in business with a partner, whom he bought out April, 1888. He superintends the business personally, his experience enables him to fill all orders satisfactorily, and to see that all work is executed to the best advantage. The shop has all the modern appliances, its dimensions being 75 x 35 feet, and eight men are employed. An increase in the business is constantly going on.



WORKS OF THE NORTH DIGHTON COÖPERATIVE STOVE COMPANY.

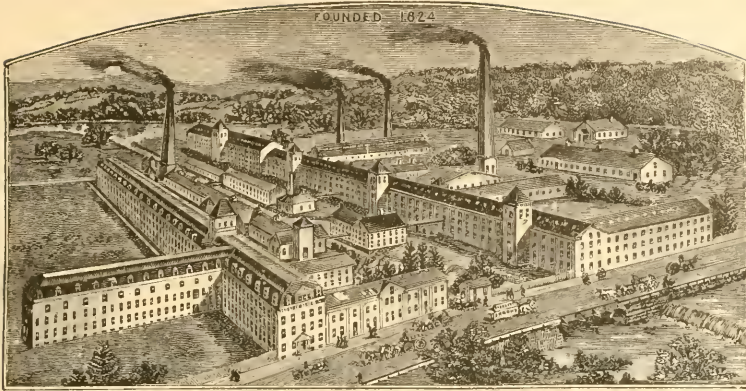
Near the North Dighton Station of the Old Colony Railroad, in South Taunton, Mass., are the works of the North Dighton Coöperative Stove Company. The company was organized June, 1886, and work was commenced in the foundry in July of the same year. In the beginning only fifteen hands were employed, but the demand for the stoves and ranges turned out has increased so steadily that a continued and constant enlargement of the business has been necessary, so that at present about forty hands are employed. The first year about one thousand stoves and ranges were manufactured, but the last year — the third of the business — between three and four thousand were made, and they were sent not only all over New England, but beyond to many of the great business centres, New York, Buffalo, Chicago, and San Francisco,—from these places supplying the retail trade in many sections of the West. They are superior in style and workmanship, and consequently the introduction of a few in a new locality soon creates a demand for more. The names by which their different styles are known are, White Oak, Oak Leaf, and Live Oak ranges, and the Prize Oak Parlor Stove. The celebrated Almoner Ranges, also, are manufactured by this same enterprising company. It is for the interest of the company, in a business where there is so much competition, to have all the work well finished and fitted, and as *many* of the workmen are stockholders, they manage to turn out quite a superior grade of goods. The officers of the corporation are a board of seven directors, one of whom is president; an agent, and a treasurer. The treasurer is Mr. Charles H. Evans, and the agent Mr. William B. Hathaway.



WORKS OF THE PRESBREY STOVE LINING COMPANY, TAUNTON, MASS.

The oldest concern in the city of Taunton engaged in the manufacture of stove lining and fire bricks, is the Presbrey Stove Lining Company, 212 Somerset Avenue. The enterprise was first started in 1826, and is consequently one of the oldest establishments in the country in that line. The company was incorporated under its present name in 1866. Three acres and a quarter of ground are covered by its works, which comprise eleven buildings, each devoted to some particular branch of the manufacture. The machinery is very efficient, and the appliances are of the very best that can be made available. The officers are Mr. Henry T. Root, president, and Mr. B. C. Pierce, treasurer.

The largest brick making establishment in Taunton is that of the Taunton Brick Company. Their main yard is located on the eastern outskirts of the city, on Winter Street, a short distance north of the Dean Street Station; and they have a smaller yard on the east side of the river, near Neck of Land. The business was established in 1868, and has since been conducted successfully, the demand increasing from year to year. At the main yard there are four machines, two of which are run at a time, and have a daily capacity of 75,000 bricks. At the other yard are two machines, one of which is run at a time, with a daily product of 15,000. At both yards about one hundred and thirty men are employed. The corporation has a capital stock of \$30,000, and the works are under the direct management of Mr. Charles F. Johnson, who is also treasurer. He has had a large practical experience in the business. The other officers are, Edmund H. Bennett, president; Edmund H. Bennett, John E. Sanford, Alex H. Williams, Saul W. Eddy, and Henry H. Robinson, directors.



WORKS OF REED & BARTON, TAUNTON, MASS.

The largest electro-plating works in the United States are those of Reed & Barton at Taunton, about a mile from City Square. The group of large brick buildings cover four acres along both banks of the Mill River. The silver plated goods here manufactured are considered the best in the market, and this is undoubtedly owing to the fact that this special business was first made a success, and the methods of manufacture were originally developed in these works. The specialties at present are the manufacture of the finest electro-plated white metal hollow ware, nickel silver spoons, forks, ladles, and all kinds of nickel silver ware. The entire works are supplied with the best machinery and devices so far designed for the manufacture of these goods, and the ample rooms and splendid facilities in general give great opportunity for the production not only of the best work, but for its rapid execution. Eight hundred operatives are constantly employed and the machinery is operated both by steam and water-power. Artists of talent and long experience are employed to design the new patterns constantly being put forth. The firm are thereby enabled to produce articles of a high degree of artistic excellence.

These works were first established in 1824, on a small scale, and as new methods have been discovered and put in practice, the business has developed from the very insignificant beginning to its present splendid proportions. The goods are not only in demand in the United States but large orders are being constantly received from foreign countries. The elegant silver plated articles cannot be distinguished from real silver, and in beauty, finish, durability and excellence of design compare favorably with genuine silver plate. In competition with domestic and foreign manufacturers at expositions and industrial exhibitions the electro-plated goods of the firm have come out triumphant from every trial, and a long list of medals were awarded them on these occasions.

The salesrooms are situated at the factories at Taunton, and at 37 Union Square, New York. At these emporiums, are all descriptions of useful and ornamental articles in almost endless variety, and they are likewise for sale by all the principal dealers in silver and plated ware in America, Europe, South America, the West Indies, and Australia. The members of the firm are Messrs. H. G. Reed, George Brabrook, F. L. Fish and George H. Fish, all of whom have had great practical experience in the business.

THE STRANGERS' GUIDE-TAUNTON.

POINTS OF INTEREST.

Almshouse, Norton avenue.
 Armory Hall, Leonard Block, 9 Summer.
 Agricultural Fair Grounds, about a mile west of Wales Street Railroad Station, end Agricultural avenue.
 Bristol Academy, Spring street.
 Bristol County National Bank, 43 City Square.
 Bristol County Savings Bank, 35 Broadway.
 City Hall, 13 to 19 Summer.
 City Square, about half a mile east of Wales street Railroad Station.
 County Building, Court street, near Square.
 Court House, corner City Square and Court street.
 Dean Street Railway Station, a mile east of Wales Street Station.
 District Court, Court street, near Square.
 Gas Works, Franklin street.
 High School, Washington.
 Historical Hall, Cedar street. Contains library and historical collections of Old Colony Historical Society.
 Jail, Hodges avenue, corner Chandler avenue.
 Music Hall, 41 Cohannet.
 The Green, the enclosed space centre of City Square.
 Old Ladies' Home, 96 Broadway, corner Adams.
 Police Office, 16 Court.
 Post Office, 27 and 28 Broadway.
 Public Library, over Bristol County Savings Bank.
 State Lunatic Asylum, Morton street.
 The Neck o' Land, the peninsula formed by union of Mills and Taunton rivers, near end Summer streets.

FIRE STATIONS AND APPARATUS.

Leonard, corner School—Niagara, Steamer No. 1; Edward Mott, Steamer No. 2; Hook and Ladder No. 1.
 Bay, near East Britannia street—Charles Albro, Steamer No. 4; Hose No. 4.
 Olney Street—Hose No. 5.
 East Taunton—Old Colony Steamer No. 6.
 Whittenton—Lovering Hose Co., No. 2. (Private.)
 Weir Village—Hose No. 3.
 Westville—Hose No. 6.
 South Taunton—Hose No. 7.
 Oakland—Hancock Engine Company.

INDUSTRIAL ESTABLISHMENTS.

Albert Field Tack Company, Spring.
 Anthony & Cushman Tack Company, 24 Court.
 Campbell Printing Press and Manufacturing Co., Oak near Railroad.
 Canoe River Mills, Chandler avenue, on river bank.
 Cobb Stove and Machine Co., 7 Hurd.
 Cohannet Mills, Adams, corner Clay.
 Dighton Furnace Co.
 Eagle Mill, Wales street, corner Reed.
 Elizabeth Poole Mill, Adams.
 Hopewell Mills, Albro avenue, Hopewell Village.
 Huber Printing Press Co., High.
 Leonard Co-operative Foundry Co., Wales.
 Mason Machine, from Wales to Oak streets, across railroad tracks from depot.
 New Process Twist Drill Co., 34 Court.
 North Dighton Co-operative Stove Co., North Dighton.
 Oakland Mills, Tremont, near Worcester, at Oakland Village.
 Old Colony Iron Co., East Taunton.
 Park Mills, Washington, opposite Court.
 Phenix Manufacturing Co., West Water, near Third.
 Presbrey Stove Lining Co., 212 Somerset avenue.
 Reed and Barton Corporation, Britanniaville.
 Taunton Brick Co., Winter street.
 Taunton Copper Co., West Water.
 Taunton Crucible Co., West Water.
 Taunton Electric Lighting Co., 12 Mechanics lane.
 Taunton Gas Light Co., 21 Franklin street.
 Taunton Iron Works, Weir Village.
 Taunton Locomotive Works, Wales street, opposite depot.
 Taunton Nickel Plating Co., West Water, near Fifth.
 Taunton Oil Cloth Co., Wales, corner Oak.
 Taunton Stove Lining Co., Somerset avenue, corner Highland avenue.
 Taunton Tack Co., Weir street.
 Union Stove Lining Co., West Water, corner Fifth.
 Weir Brick Co., Hart, near Weir Junction.
 Weir Stove Co., West Water, near Fourth.
 Whittenton Manufacturing Co., Whittenton Village.
 Williams Brick Co., Williams Court, off Somerset avenue.
 H. A. Williams Manufacturing Co., Cushman street, near Weir Junction.

CHURCHES.

Trinitarian Congregational, Broadway.
 Winslow (Congregational), Cohannet, cor. Franklin.
 Union Congregational, West Britannia, cor. Rockland.

St. Thomas', Episcopal, High.
 St. John's, Episcopal, Bay, cor. King.
 Winthrop Street Baptist, 37 Winthrop.
 Freewill Baptist, North Taunton.
 First Methodist Episcopal, Weir, near First.
 Central Methodist Episcopal, Cohannet, near High.
 Grace Methodist Episcopal, Weir, corner Somerset avenue.
 Presbyterian, Washington, near Broadway.
 First Universalist, High, corner Spring.
 St. Mary's Roman Catholic, Broadway, corner Washington.
 Church of the Sacred Heart (R. C.), First, near Somerset avenue, Weir Village.
 Church of the Holy Family (R. C.), East Taunton.
 Church of the Immaculate Conception (R. C.), Bay, corner Alker avenue.
 Worcester Street Methodist Episcopal Chapel.
 Zion's Mission, Methodist Episcopal, rear 49 West Water.
 Union Chapel, Arlington, corner School.
 Oakland Chapel, Congregational, Oakland Village.
 Unitarian (First Congregational Society), Summer, between Main and Spring.
 Westville Congregational, Winthrop street, Westville.
 Congregational, East Taunton.
 Salvation Army, Wilbur Hall, Trescott, near Fruit.

INSTITUTIONS, BANKS, ETC.

Associated Charities, basement Historical Building.
 Old Colony Historical Society, Historical Hall, Cedar.
 Bristol County Agricultural Society, grounds at end of Agricultural avenue.
 Board of Trade, 10 Weir.
 Taunton Trust Co., 24 Court.
 Home for Aged and Indigent Women, 96 Broadway, corner Adams.
 Mechanics Co-operative Bank, Bay, corner West Britannia.
 Morton Hospital, 88 Washington.
 Taunton Co-operative Bank, Court Building, Court.
 Old Colony Central Relief Association.
 Bristol County Mutual Aid Society.
 Machinist National Bank, 4 City square.
 Taunton National Bank, 9 City square.
 Taunton Savings Bank, 9 City square.
 Women's Christian Temperance Union, 3 Summer.

HOTELS.

City, City square, corner Broadway.
 Hotel Bristol, 42 Cohannet.

VILLAGES AND DISTRICTS IN TAUNTON.

Britanniaville, a mile and a half north of the Green, between Hopewell and Whittenton.
 Crane's Depot, on Northern Division, O. C. Railroad, near Norton Line.
 East Taunton, on Middleboro Branch Railroad, about four miles from City square.
 Hopewell Village, a mile north of the Green.
 Oakland Village, on Tremont street.
 Weir Village, a mile south of the Square, on bank of river.
 Westville, on Winthrop street, west from depot.
 Whittenton Village, two miles north of the Green.

CEMETERIES.

Catholic, East Britannia, near Broadway.
 May Flower, Hill, Broadway, Washington, Thrasher, and East Britannia street.
 Mount Pleasant, Cohannet, Barnum and Crocker streets.
 Oakland, at Oakland Village.
 Plain, Broadway near Dartmouth.
 Pine Hill, Stevens, corner Pine Hill street.

COURTS.

Supreme Judicial Court, jury term meets at Taunton for the counties of Bristol, Nantucket and Dukes, the third Tuesday in April; for the law term, same counties, on the fourth Tuesdays of October.
 Superior Court meets in Taunton for Civil business, Bristol County, first Mondays of March and September; for Criminal business, first Mondays in February and November.
 Probate Court meet in Taunton first Fridays of March, June, September, and December.
 First District Court of Bristol, held daily in District Court House, Taunton, at 9 A. M. for Criminal business, and on each Monday, at 10 A. M., for Civil business.

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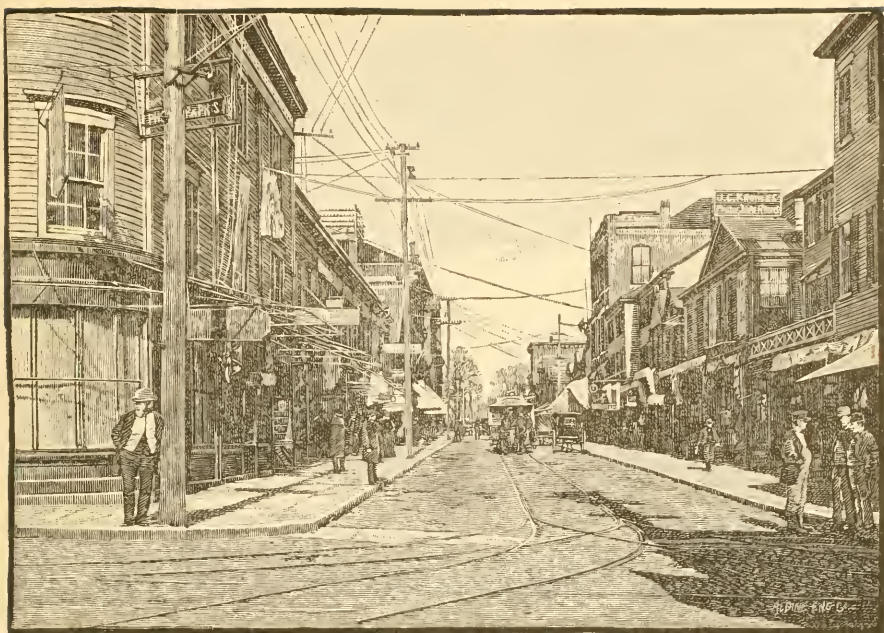
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PART THIRD.

New Bedford.

ITS SITUATION — CLARK'S POINT — ACUSHNET HEIGHTS — FAIRHAVEN — ACUSHNET AND ACUSHNET RIVER — THE HARBOR — FACILITIES FOR ROWING AND SAILING — FORT PHENIX — THE BEAUTY AND ADVANTAGES OF THE CITY — EARLY HISTORY — WHALE FISHERY: ITS DEVELOPMENT AND DECAY — NAME AND INCORPORATION — COTTON MANUFACTURES — OTHER INDUSTRIES — A GENERAL VIEW OF THE BUSINESS OF THE CITY — SCHOOLS, LIBRARIES, ETC. — CHARITABLE AND BENEVOLENT ORGANIZATIONS — RESIDENCES — PUBLIC BUILDINGS — SECTIONS OF THE CITY: THE CENTRE; WAM-SUTTAVILLE; THE WATER FRONT — WHARVES — WHALE SHIPS — ARRIVAL OF A WHALER — THE PORTUGUESE QUARTER — THE SOUTH END — THE NEGRO QUARTER — CHURCHES — HOW TO GET THERE — HOTELS.

NEW BEDFORD may be called the city of the southern shore, for it is, in fact, the central point of the line where Massachusetts meets the sea on the south. It is situated on the western side of Acushnet River, one of the principal northern inlets of Buzzard's Bay.

The city occupies a gentle slope which runs north and south two and a quarter miles on the river line, extending a mile to a mile and a half back, and

faces the rising sun. The streets run in two general directions, north and south, and east and west, crossing each other at right angles. Those lying north and south nearly all run the entire length of the city, while in the other direction they begin mostly at the water's edge and run directly up the hill.

At the south, Clark's Point, a long tongue of land from half to three-quarters of a mile wide, a mile and a half in length, and rising in the centre to a considerable elevation, extends into the bay. On its west side is Clark's Cove, a large, cup-shaped inlet, the resort of many fishermen. At the extremity of the point is an United States fort on which is a lighthouse. It is a strong fortification, begun during the Rebellion but left unfinished, probably in expectation that it never would be needed.

A macadamized road, known as French Avenue, or the Point Road, three miles in length, runs around the entire peninsula, close to the water's edge, and a drive or walk along this seaside avenue affords fine and varied views of the bay and surrounding shores.

To the north of the city are Acushnet heights, from which extensive views of the bay and the surrounding country can be obtained. On a clear morning in summer the prospect from these heights is really magnificent—to the south-east the long reaches of the bay beyond Fairhaven, with the intervening masses of land, and in the hazy distance, like clouds against the horizon, the opposite shores of the bay and the Elizabeth Islands—a scene fit to inspire either a poet or a painter.

Opposite, on the east side of the river, is Fairhaven, a town of 3,000 inhabitants, originally a part of New Bedford, but made a distinct municipality in 1812. At one time it was largely engaged in the whale fishery, but is now in a very dormant condition. It is connected with the city by a bridge 4,000 feet long, which crosses Pope's and Fish islands. Three miles above the city is the village called "Head of the River," or "Acushnet," the latter being the Indian name of what is now the township of New Bedford. This village antedates New Bedford by half a century.

In the Acushnet River are a number of islands: Palmer's, at the mouth of the harbor, with a lighthouse on its northern end; Fish Island near the New Bedford shore, and Pope's Island near Fairhaven; Crow Island, a small, sandy islet near the Fairhaven shore; about a mile north of the bridge is Marsh Rock, which is an island at high water.

One of the finest harbors on the Atlantic coast is that at New Bedford, being commodious, deep, well sheltered, and easy of approach through the wide extent and deep waters of Buzzard's Bay. The harbor proper is an almost circular basin inclosed by the adjacent shores on the east and west, Palmer's Island on the south, and the bridge on the north, and is about a mile in diameter. The principal wharves of both New Bedford and Fairhaven front on it, although the city has many wharves and docks above the bridge. It is an excellent haven of refuge, and is often visited by coastwise schooners bound for other ports, by vessels of the fishing fleets, and during the summer is one of the chief and favorite rendezvous of the yacht squadrons. Above the bridge is an inner harbor, equal in extent to the lower one, and connected with it by a drawbridge between

Fish Island and New Bedford. This is an excellent place for rowing or sailing as the water is almost always smooth. For rowing races in summer it has unequaled advantages, as there is a straight course two miles in length, and when southerly winds prevail the water is scarcely ruffled.

The inner and outer harbors afford splendid facilities for boating, while the bay beyond offers unsurpassed opportunities for sailing and fishing. The advantages, too, are well utilized. On a pleasant summer evening row-boats may be seen darting in all directions, with gay parties of young people, and on moonlight nights the sound of music and the voice of song is wafted merrily over the waters from all points. When a suitable breeze is blowing the cat-boats and sloops of the yacht club fill the lower harbor with their white sails, and on gala days dash across the bay to various havens among the islands or along the shores of the upper bay. Good row-boats can be hired at a number of places along the river front for from ten to twenty cents an hour, and sail-boats from twenty cents an hour upwards or by the day. Boat races are of frequent occurrence, particularly between sail-boats, and a commendable spirit of rivalry is maintained in the matter of the speed and sea-worthy qualities of the sail-boats and yachts belonging in the harbor, through means of a prosperous yacht club, which has a good house and anchorage at the southern extremity of Pope's Island. When the yacht squadron, on its annual summer cruise, anchors here the scene presented in the evening is very unique. A half hundred vessels or more, nearly every one illuminated with Chinese lanterns, and from many of them fireworks being discharged, lie quietly at anchor while a tug boat with a band on board is sailing in and out among them; the water is literally covered with boats of every description, and a large proportion of the city's population crowds the wharves to enjoy the unique and beautiful sight.

Fort Phenix, in Fairhaven, which can easily be reached by a sail across the harbor, by the horse-cars, by carriage, or on foot, is now much resorted to by parties on pleasant days and moonlight evenings in summer. The fort, which is now only a dismantled open fortification, is situated on a rocky headland at the mouth of the harbor, and from it a most excellent view is obtained of the city and harbor.

The following graphic description of the city was given by the Hon. William W. Crapo in his Centennial address in 1876:

"Beautiful indeed for situation is the city of New Bedford. Few places are there on this continent, or elsewhere, which so well unite the institutions, benefits, and advantages of the city with the freshness, simplicity and comfort of rural life. Lying between green pastures on the one hand, and the still waters of the river on the other, fronting upon this bay, which is as charming as the Bay of Naples, and rising with conscious pride from its shores, its physical condition and position are delightful beyond exception. Its well-made and well-kept avenues and streets shaded by long lines of trees; its complete and cleanly drainage, which the incoming and outgoing tides make perfect and efficient; its abundant and pure water, distributed and available for all purposes, and its possession of all the requisites and conveniences of modern city life, render it a pleasant and enjoyable place to live in, and make it a very desirable place for summer visiting."

The ground where New Bedford now stands was originally occupied by the Acushnet Indians, a division of the great tribe of the Wampanoags. Bartholomew Gosnold, who first discovered the Elizabeth Islands, is thought to have touched here in 1602. The first settler in the vicinity is supposed to have been Ralph Russell who set up a forge at what is now Russell's Mills in Dartmouth, a few miles west of New Bedford, about 1650.

In 1652 the territory now included in New Bedford and the towns of Fairhaven, Acushnet, Dartmouth, and Westport was purchased from the Indian chief Wasamequin and Wamsutta, his son, the price paid being "thirty yards of cloth, eight moose skins, fifteen axes, fifteen hoes, fifteen pairs of breeches, eight blankets, two kettles, one cloak, £2 in wampan, eight pair stockings, eight pair of shoes, one iron pot, and ten shillings in another commoditie."

The present site of the city was a forest in the year 1750, through which a rough cartway led to a try-house on the shore, which with five farm houses on the County Road, were the only buildings. The most of the land in the vicinity was owned by Joseph Russell, a great grandson of Ralph, and he was engaged to a limited extent in whaling, carrying on at the same time his farm and doing a freighting business. He had his residence at the present head of William Street, with Union Street for his cart path to the river. The site of his house is now occupied by a stately residence.

Far and wide over the world has the fame of New Bedford been heralded as the greatest of all whaling ports, for here this business reached its highest development, and the ships of her citizens visited every sea in pursuit of their gigantic game. The business had its real beginning in 1765, when Joseph Rotch, a Quaker, came over from Nantucket. With more capital, greater experience and better methods than had previously been employed, he gave an impetus to the business that always remained with it. According to the custom of the times, he set up his "try-works" on the shore and fished for whales from the bank, as boys now do for pickerel, only with somewhat different tacklings. Whales were then very numerous and familiar, and often came up to the very wharves, where they sniffed the odors from the "works" in which they were soon to be tried for their faith in "friend" Joseph, and for their fat.

For a long time vessels were obliged to go only a short distance, and the blubber was cut up, packed on board, and brought home to be tried out. Afterwards more extended voyages were made, and try-works were built on board ship. In 1765 four sloops were engaged in the business, and at the time of the Revolution from fifty to sixty, most of which were then destroyed. Afterwards it revived, but was again prostrated by the War of 1812. From that time, however, it continued to increase till 1853, when the products were 103,077 barrels sperm, and 260,114 of right whale oil, and 5,652,300 pounds of bone. In the year 1857 the whaling fleet numbered 324 vessels, worth more than \$12,000,000, and requiring the services of 10,000 seamen.

During the war of the Rebellion, the whaling interest suffered severely. The *Alabama* burned many whaling vessels in 1862, near the Azores, and other rebel cruisers added to the destruction at other times and places. The *Shenandoah*, in June, 1865, captured, in Behrings Straits, twenty-seven

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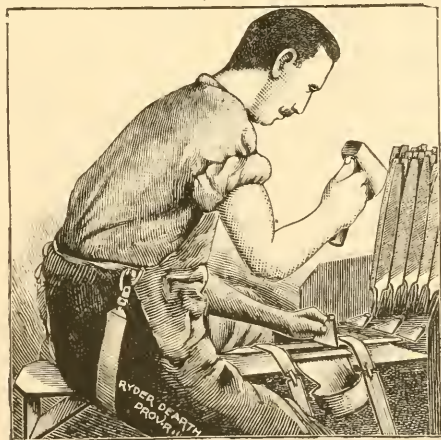
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SAN FRANCISCO. . .

FACTORIES:

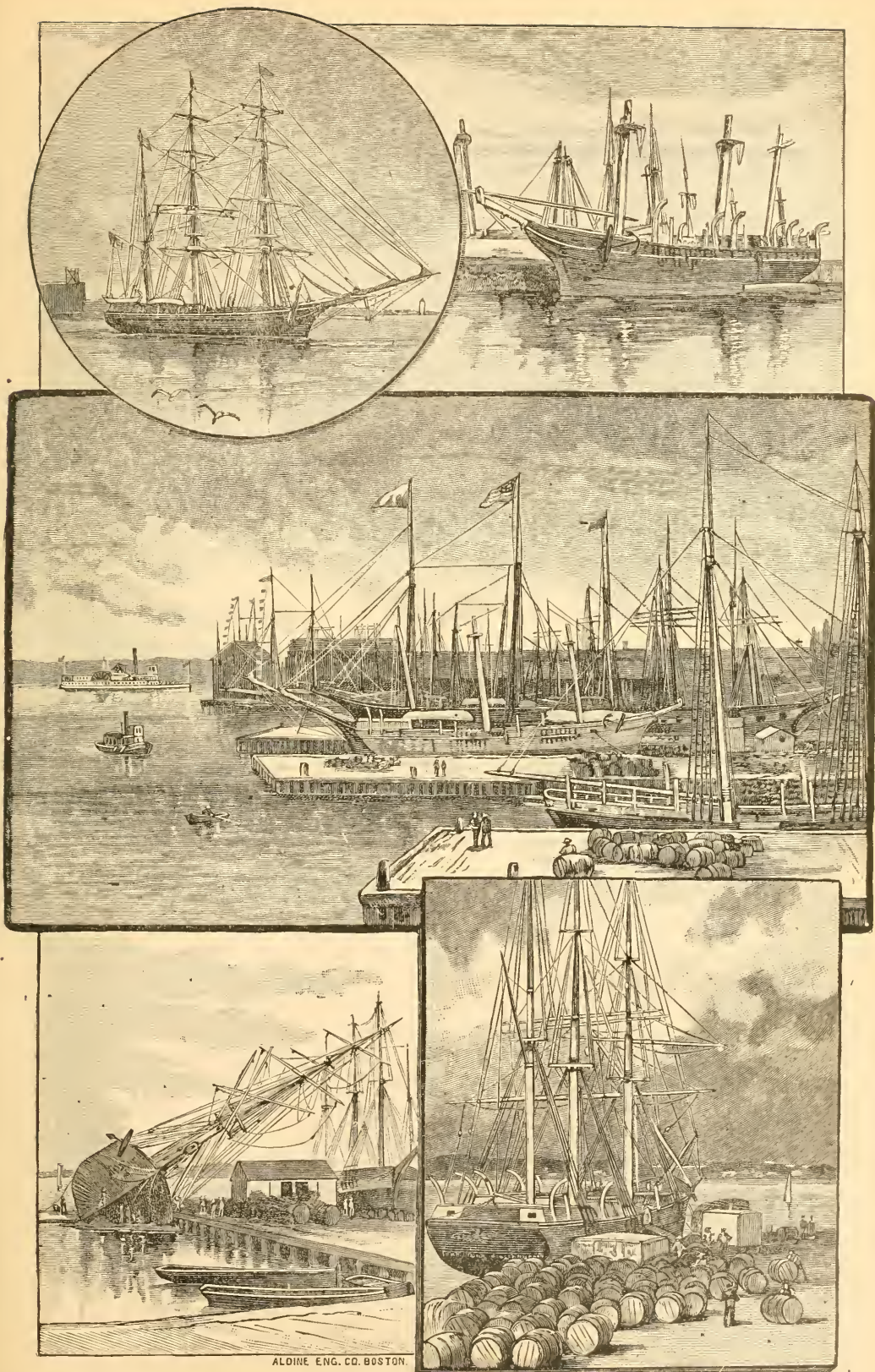
NEW BEDFORD,
MASS.



OUR line of Staple Goods and Novelties in

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IS COMPLETE. STYLE AND DURABILITY UNEXCELLED.



VIEWS OF WHARVES AND WHALERS, NEW BEDFORD.

whaling vessels, burning twenty-four of them, and of these seventeen belonged in New Bedford. The loss to New Bedford was more than a million of dollars. A great disaster overtook the whaling fleet September, 1871, "when in a single day thirty-three ships were abandoned in the Arctic Ocean hopelessly crushed or environed in the ice." Of these vessels, twenty-two belonged in New Bedford, the loss on which was \$1,090,000.

The business has steadily declined since about 1857, but New Bedford has maintained her relative position as the chief whaling port not only in America, but in the world. Within the past few years a large percentage of the New Bedford vessels composing the North Pacific fleet have been transferred to San Francisco, and the whalers sailing from that port in 1888 numbered twenty-one vessels. The number of vessels now belonging in New Bedford was, January 1, 1888, seventy-four, of a tonnage of 18,911, and of these, seventeen were port, and some of them will probably not be again sent out.

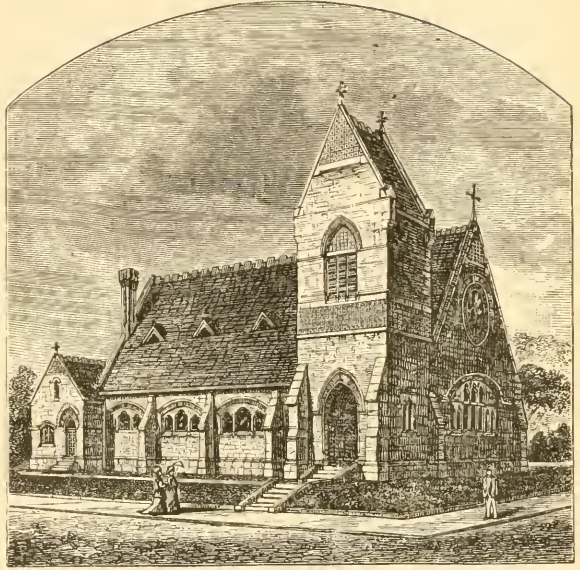
The cause of the decline of this business has been the increasing scarcity of the whales from year to year, necessitating voyages into more remote seas at a largely increased cost, while at the same time mineral oils have supplanted whale oils for many purposes, so that even with the continued decrease in the amount the price has steadily gone down. This has been much more marked in the case of sperm oil than in the oil obtained from the right whales, the former having declined fully one-half in value from the rates that prevailed previous to 1860, while the latter with the exception of the past two or three years has maintained about the same figure as it did before the war. On the other hand the price of whalebone has increased from thirty-nine and a half cents per pound in 1854, to \$3.12 in 1887, and while last year the amount obtained was only 585,011 pounds, the price received for it was nearly two millions of dollars, about one and a half times as much as was received for six times the quantity of bone in 1854. The whaling business has, evidently, not touched bottom yet, but that it has a considerable future is quite certain, and it may experience a revival, although it will probably never reach its former dimensions.

The profits of the whale fishery were so great that before the war of the Rebellion New Bedford was the wealthiest city in proportion to its population in the country, and this wealth has been utilized both before and since the decline in the business in other industries, at first largely in enterprises outside the city, but in recent years in New Bedford itself, so that instead of declining the city is now one of the most active and progressive manufacturing centres in the country, and its industries are sufficiently varied to insure continued and equable prosperity.

When Joseph Rotch came from Nantucket in 1765, he soon made the acquaintance of Joseph Russell, and they two were instrumental in fixing upon the name *Bedford* for the village, to which the "New" was subsequently prefixed. New Bedford was set off from Dartmouth, the present town next west of it, in 1787; it received a city charter in 1847. The origin of the name is from the title of the Duke of Bedford, the English head of the Russell family.

The most important business at present is the cotton manufacture, the city ranking fourth in the amount of capital invested, and in the capacity of its fac-

tories, being only surpassed by Fall River, Lowell, and Manchester, N. H. The first cotton factory was erected in 1847, and is still standing as the No. 1 mill of the Wamsutta corporation. It is a stone building 212 x 70 feet, four stories in height, with 15,000 spindles and 300 looms. About 1854 another mill was built of the same general dimensions but thirty-three feet longer, and with 1,000 more spindles. In 1860 a duplicate of the second mill was erected, these three mills all being of stone. A mammoth brick mill was built in 1868 with



ST. JAMES' CHURCH, NEW BEDFORD.

granite foundations, 495 feet long by seventy-five wide, five stories high, with 38,000 spindles and 1,100 looms. On a line with this fourth mill, No. 5 was built, in 1875, five stories in height, 433 in length, and ninety-three in width, containing 50,000 spindles and 1,000 looms. And finally in 1882 the last of the series so far, No. 6, was erected. It is 569 1-2 feet long, ninety-five feet wide, three stories in height, and contains 53,000 spindles and 1,072 looms. These large factories are situated in one cluster on the bank of the Acushnet River at the North End. Nos. 2 and 3 are in a line with each other with a clock tower connecting them, and Nos. 4 and 5 are also on a line with each other, being connected by a two-story picker-house, the width of No. 5, and connected with both mills. The combined length of the two buildings with their connecting link is over a thousand feet, and they present an imposing sight as seen from any train entering the city. The Wamsutta corporation employs in its six mills about 2,600 persons, operates 203,786 spindles, and 4,214 looms, and the capital stock is \$3,000,000. One engine runs the two large mills, Nos. 4 and 5. It is a double Corliss engine similar to the celebrated machine by the same inventor that operated the machinery at the Centennial Exhibition in 1876, but the Wamsutta engine is larger and more powerful to the extent of 600 horsepower, its total power being 2,000. This engine has a stroke of ten feet and the weight of its fly wheel is fifty tons. The goods manufactured are the celebrated Wamsutta sheetings which have always had a first-class reputation, and were the sole product until a short time before the erection of the No. 5 mill when various varieties of checks and stripes in white goods were introduced and have been successfully manufactured. The primary and continued success of this corporation was mainly owing to the enterprise and ability of Mr.

Thomas Bennett, Jr., who was the superintendent and agent from the beginning until 1874. He was then succeeded by Mr. Edward Kilburn who held the position until 1887. Mr. E. R. Milliken was then agent for a few months, and in January Mr. William J. Kent, the present agent, came into office.

For many years the Wamsutta Corporation was the only cotton manufacturing company in the city. In 1871, however, another one was formed, and a mill known as the Potomska was erected at the extreme south end. It is a four-story brick structure, 427 x 92 feet, with a large weaving shed 108 x 97 feet attached. In 1877 a second mill was built, four stories in height, 348 x 92 feet, and the total capacity of both mills is 106,328 spindles and 2,424 looms, engaged in the manufacture of lawns, satteens, cretonnes, and print goods, and employing 1,200 operatives.

The years 1881-3 witnessed a great increase in the cotton manufacture in New Bedford, the erection of new mills almost doubling the capacity, and putting the city in the front rank in this industry. Four mills were erected, three of them being very large, and the fourth one was a yarn mill. One of the large mills has already been mentioned, Wamsutta No. 6. In 1883, just south beyond the Potomska Mill the Acushnet Mill was erected, and in the spring of 1888 another one was added, making the combined capacity about 100,000 spindles and 2,000 looms, and employing over 1,000 persons. The Grinnell Mill, a mammoth structure, 666 feet long by 98 feet wide and three stories in height, was built in 1882, near the Wamsutta Mills, and it contains 1,560 looms and 70,000 spindles, and employs 700 persons. The New Bedford Manufacturing Company erected a mill in the central portion of the city in 1883 near the water front, for the manufacture of cotton yarns, and they now operate 35,000 spindles.

During the boom in business in 1882, a woolen mill was erected at the north end, half a mile beyond the Wamsutta mills — out in the woods, in fact. This is known as the Onoko Mill, employs 175 hands, and runs twelve sets of cards and sixty-three looms.

Another yarn mill corporation was organized in 1888, under the name of the Howland Manufacturing Company, and a mill was erected overlooking Clark's Cove from the northwest. It is a brick structure, four stories in height, contains over thirty thousand spindles, and employs about one hundred and fifty operatives. The City Manufacturing Company erected a yarn mill on the water front, at the foot of Grinnell Street, in 1888, and began manufacturing in December of that year. Its capacity is about the same as the Howland Mill.

December, 1888, the Hathaway Manufacturing Company was organized for the manufacture of cotton cloth, and began the erection of a mill of 30,000 spindles just south of the Acushnet Mills.

There is invested in New Bedford in these mills about \$7,500,000, and more than 600,000 spindles and 10,000 looms are operated, furnishing employment to more than 6,000 operatives.

Thus, while in the first part of the century the whale fishery was the Hamlet of the play in New Bedford, as it began to decline and to carry the place with it in its fall, the manufacture of cotton stepped in, and not only enabled the

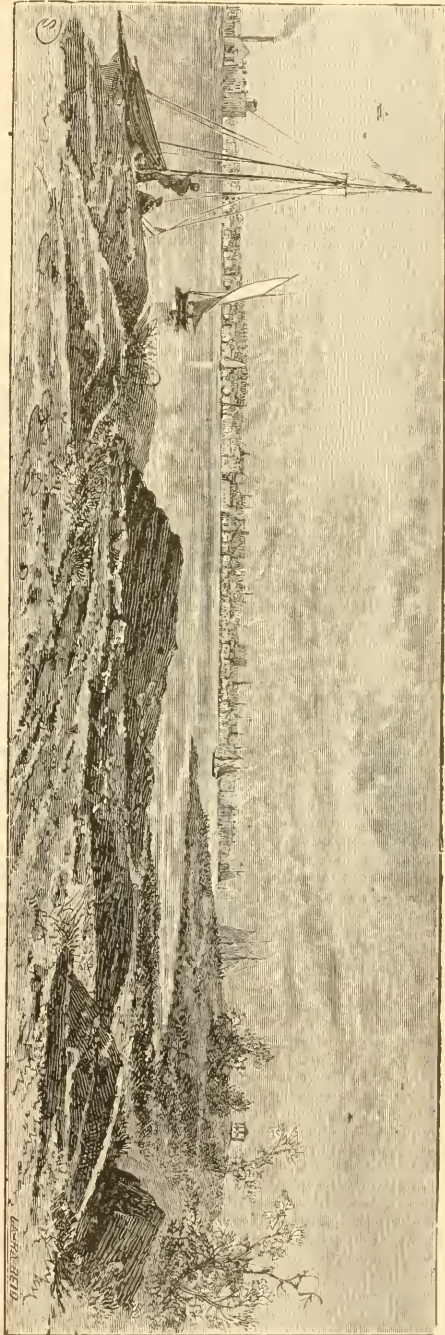
community to retain its place, but to advance to a higher position in population and business than ever before, so that at the present time "Cotton is King," although he is not an absolute monarch, as in Fall River.

Next to the cotton factories the most prominent industry in the city is the Morse Twist drill and Machine Company, which control many patents on their own productions and have consequently a very large field to themselves. They have extensive works in the south part of the city. The Cordage Company dating from 1846, is a considerable establishment in the western portion of the city, and the Copper Works, between the Wamsutta Mills and the water, is also a large concern, having begun operations in 1860. The Mount Washington Glass Company, at the south end, is one of the oldest concerns in the city.

Among recent enterprises of magnitude are the Pairpoint Manufacturing Company, silverware, and the Applegate Boot and Shoe Lasting Company. There are besides, boiler works, brass foundries, candle and soap works, several shoe factories, a number of carriage manufactories, two of them large establishments, several small boat building yards, gas works, electric works, and other manufactories too numerous to mention in detail.

To sum up the business of the city it may be said that according to the census of 1885, \$15,069,695 were invested in its manufactures in 420 establishments of all kinds.

The assessed valuation of real estate in 1888 was \$18,023,700; personal property, \$15,430,647. The city proper covers five square miles, with a population



THE CITY OF NEW BEDFORD.

approximating 40,000, but its entire territory is about twenty-five square miles in area; it has 120 miles of accepted streets in excellent condition, twenty-six public school buildings, nine of them fine, brick structures; three parochial schools, and a number of good private schools; and two daily papers, the *Standard* and the *Mercury*, both of which issue weekly editions. Another weekly, the *Whaleman's Shipping List*, devoted to the whale fishing interest, was established in 1843, but was discontinued in the spring of 1889. There are five national banks with a capital of over \$4,000,000, and a combined surplus of over \$1,100,000; two savings banks with deposits amounting to about \$15,000,000, and a coöperative bank or loan association organized in 1881. Lining the harbor are twenty-seven granite and pile wharves, and at their heads are many large warehouses not much used at present, owing to the decline of the whale fishery. The capital invested in the whaling business is about \$1,750,000. If the United States Government should dredge the bay and harbor to but a slight extent, the largest vessels could come up to the wharves. The number of assessed polls in the city is 9,424. A live organization in existence since 1884 is the Board of Trade, now numbering about three hundred members, and it is taking a lively interest in business, and has contributed somewhat already to the building of the city. The New Bedford and Fairhaven Street Railway was put in operation in 1882. In 1884 the Acushnet Street Company was organized, and built tracks all through the city to compete with the older company. Early in 1887 the two companies were consolidated under the name of the Union Railroad Company. They had respectively, the New Bedford and Fairhaven Railroad Company, 9.78 miles of track, and the Acushnet, 8.03 miles, but the consolidated company has not had occasion to use all this length of line, and a small part of it has been pulled up or is allowed to remain idle, so that probably the entire length in use is about fifteen miles.

But not only in business affairs has New Bedford excelled. The early acquired and large wealth obtained through the whale fishery enabled its citizens to establish comfortable homes, and their world-wide commerce tended to liberalize their minds and to create a desire for culture that resulted in the founding of schools, lyceums, and libraries. The New Bedford Lyceum, established in 1828, was one of the earliest organizations to engage scholarly and eminent men for public lectures on literary and scientific subjects, and continued to do so until the decadence of this form of public instruction and amusement. The first free public library in the United States was established in New Bedford in 1852, the present building was finished in 1857, and a large addition was completed and opened September 6, 1886. Here may be found a perfect copy of Audubon's *Birds of America*, with an unusual number of other rare and costly works. The library contains about fifty thousand volumes. One hundred thousand dollars per year are expended on the public schools, which are excellently conducted. Their work is supplemented by the High School, on Middle and Sumner streets, a fine brick structure costing \$126,000; the Friends Academy on Morgan Street, and the Swain Free School.

Organizations for benevolent and charitable purposes are numerous in New



THE HIGH SCHOOL, NEW BEDFORD.

Bedford. One of the earliest and best known of these is the New Bedford Port Society, with a ladies' branch for the improvement of seamen, which maintains a Bethel and a Seamen's Home on Second Street. The Ladies' City Mission Society has a Mission Chapel on South Water Street. The Union for Good Works was established in 1870 for the promotion of religious, educational and charitable purposes, and has commodious quarters on Purchase Street, comprising a reading room with a good library, and an amusement room with suitable appliances for many kinds of games. Both rooms are open to the public, and are largely patronized by young people. The association is also engaged in effective charitable work. The Orphan's Home, corner of Cove Street and French Avenue, at the southern extremity of the city, was established in 1843, and is supported by contributions and the income of invested funds. The Asso-

ciation for the Relief of Aged Women has a large fund. There is a Young Men's Christian Association, three posts of the Grand Army of the Republic, with lodges of Mason, Odd Fellows' and numerous other fraternal and beneficial orders. The city is also provided with two excellent hospitals, St. Luke's on Fourth Street and St. Joseph's on Pleasant Street, both admirably conducted.

Fine private residences abound in the city. On County Street, especially in the central and southern portion, are many large and elegant mansions seated in pleasant grounds, the majority of them back from the street. These are the homes of the leading families who made their money in the whale fishery. But all through the city the character of the residences is equal if not superior to any city of its size in the country, and the situation on a hillside gives an excellent drainage, which taken in connection with good service in municipal matters has given the city always a very neat and clean appearance. On all the streets, with the exception of the business portion of the main thoroughfares, are lines of shade trees, which together with the general fine appearance of the dwellings and the cleanliness of the streets make the city as a whole, one of the most beautiful in New England.

The public buildings of New Bedford are numerous and some of them are beautiful and stately structures. Among the finest of these the Public Library and the High School have already been mentioned. Opposite the library is the City Hall on William and North Sixth streets, a granite building, costing \$60,000. The Custom House is at the foot of William Street, and the Court House, House of Correction, and Jail, on Court Street. The fact that New Bedford is one of the three shire towns of Bristol County accounts for the last three.

The business centre of New Bedford is the section comprised in the portions of William and Union streets extending from Pleasant to North Water, and including the cross streets between, as well as Purchase Street in this space and for a short distance further north. Here are nearly all the large business blocks. The City Hall and Library buildings are at the west end of the section, the Custom House a little below the centre, and all the retail clothing, dry goods, and other stores, banks, newspapers, etc., are in these limits.

At the north end of the city, a full mile from the centre, are the large mills of the Wamsutta corporation with their tenement houses, and the business community that is made necessary by the army of work people employed in these and adjoining works. The tenement houses belonging both to the Wamsutta and Grinnell corporations consist of rows of detached blocks, each containing on an average about four families, and they form considerable villages to the west and north of the factories. On that portion of Purchase Street opposite the mills the retail business of this section is concentrated. For half a mile it has the appearance of a considerable town and a number of handsome buildings have been erected within the past few years. Beside the factory houses there are many private dwellings belonging to work people and others, the whole forming a busy community. There are three churches, a French Catholic, the St. James Episcopal and the North Baptist, all situated on the hill. The storage reservoir of the water works and the pumping station are close to the railroad track at the north of this locality, while half a mile west on Acushnet

Heights is the distributing reservoir and a tall stand-pipe. The city merges into this factory district, the space between here and the busy central part being filled with residences, and on the main street, Purchase, are a few stores.

The railroad depot is on the water front, about a quarter of a mile south of the Wamsutta mills. From the platform the whole expanse of the inner harbor lies in view, with the bridge, Pope's Island, and Fairhaven, its spires and shipping to the southeast, the red-roofed house of the Yacht Club on the southern extremity of Pope's Island being quite conspicuous; to the north the huge bulk of the Wamsutta mills looms up. The depot is a roomy and picturesque stone structure, finished early in the summer of 1882. On the landward side is a small park. A few steps from the new depot, up Pearl Street, is the old depot, which is a low wooden shed graced, or disfigured, by a Corinthian front with two pillars. This structure was much ridiculed for many years, as it was so glaringly out of keeping with the business and taste of the city, and if it could have been transported, it would have been accepted at the Centennial Exhibition as a relict of the last century. At present it is used as a freight station.

Just west of the railroad station is the Common, the only park in the city, extending up the hillside from Purchase to County Street, and on its lower portion dotted over with trees. A fine granite monument to the soldiers and sailors, about three hundred in number, who fell during the war, stands near the centre, surrounded by a fence of bronze. It cost \$13,000, was dedicated July 4, 1866, and bears this inscription: "Erected by the city of New Bedford, as a tribute of gratitude to her sons who fell defending their country in its struggle with slavery and treason."

Seven miles north of the city an excellent water supply is obtained from a storage reservoir, 300 acres in extent, and which drains a water shed of 33,000 acres. The water was first introduced into the city December, 1869. The Acushnet brook is the primary source of supply for the reservoir, but in 1886 connection was made with the Middleboro Ponds, thus ensuring an abundance for the growing needs of the city. The water flows from the storage reservoir through an oval-shaped conduit with interior diameters of three and four feet, and of a total length of nearly six miles, into a receiving reservoir situated alongside the railroad track in the north part of the city. From there it is pumped into a distributing reservoir on Acushnet Height, a half mile westward, where the surface of the water is 154 feet above the tide, from thence flowing over the city by the force of gravity.

The wharves are not such busy places as they were in the heyday of the whale fishery, but the growing manufacturing interests have brought an annually increasing life to them. The gas works, the Mount Washington Glass Works, a flour mill, several extensive lumber yards, oil works, and coal depots, one of which is a mammoth concern, are all situated on the water front, some of them directly on the wharves.

The best places are, however, yet reserved for the whale ships. A number of them are always in port, and they generally present a dismantled appearance, unless they have just arrived or are ready to sail. Some remain for years in this

condition, and there are usually a number of old hulks which have outlived their usefulness or are out of commission, either through the caprice or misfortune of their owners that lie and rot at the docks, emblems of the departed glories of the business. The voyages of the whalers are generally of several years' duration, and before being sent out they are always overhauled very carefully and refitted throughout. The arrival of a whaler is always an interesting event. By a system of signals, displayed from Round Hill Lighthouse at the entrance to Buzzard Bay, seven or eight miles south of the city, the approach of an incoming ship is ascertained as soon as it comes within view of the lighthouse, and a considerable period before it enters the bay. These signals are discerned either from the Custom House observatory, or from outlooks of the whaling agents on the high buildings, and the news soon passes along the street. Sail boats immediately go out to meet the vessel, crowded with boarding-house keepers, ship agents, reporters, and other interested parties. In his own boat, also, the boarding officer of the customs sets out, and the vessel is met out in the bay and boarded by the several boats. On the wharf a crowd has collected by this time, as from the lookouts it has been definitely learned who the vessel belongs to, and its landing place therefore ascertained. Soon the ship is brought into the dock, tied up, and immediately the work of unloading the oil and stripping the vessel of her sails and outfit begins. The oil is rolled out on the wharves, where it may remain for years packed away under layers of seaweed. Meanwhile the sailors are the object of much solicitude to the various boarding-house keepers, especially if the voyage has been a good one. In the old days their revenues were large, as they not only boarded and lodged the seamen, but advanced money to them on their shares, and acted as shipping agents. The sharp practices of which this class were guilty gained for them the name of "sharkers" or "land sharks," conveying the idea, which was unfortunately true, that the poor sailor was shown as little mercy by many of them on land as he would be by the "tiger of the sea" if at his mercy in the water. The manner of conducting a whaling voyage is to give each participant a certain lay or share in the oil or bone obtained, in proportion to their rank or value of service. There have been instances where sailors after a long and good voyage have had nothing coming to them, the whole due them having been absorbed by their extra expense. Then in other cases what the sailor did bring home has been taken by the "sharkers" through his machinations.

At the south part of the city on the streets near the water, New Bedford has a considerable population of Portuguese, so-called commonly, but in reality natives of the Azores or Western Islands, under the jurisdiction of Portugal, and whose inhabitants are of the Portuguese race. These people came to New Bedford on the whale ships, which on their outward voyages often call at the Azores to recruit their crews. The natives of these islands in the city in 1885 numbered 1,445, and there are many of this descent of the second generation, as the incoming of these people dates back to the palmy days of the whale fishery. A large proportion of the males still follow the sea, although many are now engaged in other occupations. A large Portuguese Catholic Church was erected several years ago. Beyond the Portuguese quarter at the extreme south

end are the Potomska and Acushnet mills, employing altogether more than two thousand hands, and the factory settlement here is similar, though smaller in size, to that at the other extremity of the city. The land here is low, and the factories and their tenements occupy the neck of the peninsula of Clark's Point.

"During the days of slavery, New Bedford was a city of refuge for fugitive slaves, and the proportion of colored people in the population is still considerable. The Quaker influence here, as in Philadelphia, has always nurtured a strong anti-slavery feeling. Fred. Douglass, perhaps the most eminent man of the colored race in this country, came to New Bedford, a runaway slave, and there, while engaged in daily, manual labor for his support, received the rudiments of his education." The present colored population is a little over 1,500, of whom about 800 are mulattoes. They reside in the western part of the city, in the vicinity of Kempton Street. They now have four churches, two Baptist and two Methodist.

A large proportion of the persons engaged in the factories are of foreign birth. By the census of 1885, the principal elements of the whole population of the city were: Irish, 2,795; English, 2,189; French Canadians, 2,175; Western Islanders, 1,445. Comparatively few of the last named are employed in the factories, but the other three are almost wholly so employed.

In the central part of the city are a number of fine churches. The North Congregational, commonly called the Stone Church, is a substantial granite edifice on Purchase Street, and it has a square tower in which is a large clock. On the same street, one block north, is the North Christian Church, a large, wooden building with pillars in front, and a tall spire; it is known as the "White House," from its color. One of the newest and handsomest edifices in the city is the Grace Church, Episcopal, on County Street, which was dedicated in 1881, and took the place of an edifice formerly standing on the site now occupied by the new Opera House on Union Street. On Union Street, near County is the Unitarian, originally the First Congregational, and an orthodox body until the schism which caused a secession, in the early years of the century, from the Congregational body. This was the first church society in New Bedford, and worshiped originally at Acushnet. The present edifice was erected in 1838. The preachers of this church have numbered several men eminent in



THE UNITARIAN CHURCH, NEW BEDFORD.

American literature. Orville Dewey occupied the pulpit for a number of years, from 1823. He was followed by Ralph Waldo Emerson, who, however, was not settled in the church. John Weiss was the resident preacher for a series of years, from 1847. Since 1859 Rev. W. J. Potter, well known as a liberal writer, has been the preacher. The North Congregational is an off-shoot from this church, and the Trinitarian is the child of the North Church. The Methodists have four churches, three of them large edifices, and one, the County Street, a beautiful, brick structure. The Baptists have two churches.

There are thirty-four places of public worship in the city. The first building for worship was the Friends' Meeting-house, built in 1785, on what is now the east side of Third, between school and Walnut streets.

We may enter the city from the land by either of three lines of railroad, all now under the control of the Old Colony Railroad Company. The principal of these is the line from Taunton, which comes in from the north, and makes a direct route from New Bedford to Boston, via Taunton, connecting there also with the Northern division of the Old Colony for Mansfield, South Framingham, Fitchburg, etc., at all of which points connections are readily made with diverging railroads. The traveler can also reach New Bedford from Boston by the Fairhaven branch of the Old Colony Railroad, which connects with the Cape Cod branch at Tremont. This line is connected with New Bedford by horse-cars from Fairhaven.

The Fall River Railroad, now also a part of the Old Colony system, connects Fall River with New Bedford. This line is about fourteen miles in length, and has its terminus in New Bedford at the same station as the road from Taunton, but in Fall River it forms no direct connection with any other railroad, its terminus being more than a mile distant from any station on the main line of the Old Colony that passes through Fall River.

The depot in New Bedford is at the north end of the city, on the shore of the upper harbor at the foot of Pearl Street; but if you are on your way to the Vineyard or Nantucket, the train will take you a mile further, to the steamboat wharf. From New York you may come all the way by rail, or by steamer to Stonington, Providence, or Fall River, and thence by rail. The distances are: From New York (via Mansfield), 238; Boston, 55; Lowell, 75; Worcester, 71; Providence, 35; Taunton, 20; Fall River, 14 miles.

A line of freight steamers has for many years plied between New Bedford and New York. When the railroad was extended to tide-water in 1873-4, two new steam propellers, with good accommodations for passengers, were put on the line, and ran in connection with the railroad. The name of these boats were *City of New Bedford* and *City of Fitchburg*, and they continued running about five years. At the end of that time the railroad and steamers passed into the hands of the Old Colony Railroad Company, and the passenger line was discontinued. The freight line, however, is still maintained by the railroad company. Martha's Vineyard is reached from New Bedford by a line of steamers which make several trips daily during the summer, and three times a week during winter, and the same vessels also run to Nantucket.

SOULE PIANO AND ORGAN INVESTMENT CO.—New Bedford has the best of advantages for the purchase of Pianos and Organs; and one remarkable fact which is to the credit of the musical capitalists, is that they manufacture the Nickerson Piano, one of the finest in the country. For it is well known that in the art of piano making, actions, cases, and other component parts are produced as a specialty by manufacturers. Some of these are made by this company, the action is the celebrated Wessell, Nickel & Gross; the tuning mechanism is the invention of H. B. Nickerson, of this city, doubtless the finest in the world, guaranteeing the piano standing in tune two to four times as long as any pin block piano. The Soule Piano and Organ Investment Co. has the agency for this piano. The manager, L. Soule, has secured the agency because he considers it one of the finest pianos now made; he secured the agency of the Mason & Hamlin Piano, (with the same tuning mechanism virtually) when it was first introduced. Mr. Soule is an inventor, having produced several improvements on tack and nail machinery while superintendent of the A. Field & Sons Tack Co., Taunton. At first scarcely one was found to acknowledge the merits of the Mason & Hamlin stringer, but to-day it is an established fact that their piano matches the best in the land, and stands in tune as above claimed. The Company controls the territory of South Eastern Massachusetts for the Ivers & Pond Piano, which to-day has the greatest record in the world for merit in the schools and colleges over the land; the Decker & Son, the original "Decker," established in 1856, and the William Bourne & Son, established in 1837, the celebrated Mason & Hamlin, Worcester, Packard, and other organs.

These instruments and those mentioned above, are offered for sale at No. 7 Pleasant Street. The company also has headquarters in Taunton and Brockton. The business was established by L. Soule, seven years ago, and has so increased that it requires a larger capital than a man of limited means could furnish. By the counsel of those wise in such matters, Mr. Soule sought and secured leading musical business men to join him in forming a stock company. This business as conducted, is of unusual interest, for it demonstrates and makes true the old adage, that "Honesty is the best policy."

Mrs. Hetty Green, of New York, reputed to be the wealthiest woman in America, is a native of New Bedford. She is the granddaughter of Gideon Howland, a member of I. Howland, Jr. & Co., a whaling firm, which has existed since before the beginning of the century. Gideon Howland had two daughters, Sylvia Ann and Abigail. The former died in 1865, leaving \$2,000,000, and bequeathed \$100,000 toward the introduction of water into New Bedford, a like sum for educational and literary purposes, and a large sum for the benefit of the aged women of the city. One-half of the second bequest, \$50,000, was set apart for the Free Public Library, and is known as the Sylvia Ann Howland Fund, the income from it being about \$3,000 annually. Abigail married Edward Mott Robinson, and their daughter Hetty Howland Robinson married Edward Green, of New York. Miss Robinson inherited \$5,000,000 from her father and \$1,000,000 from her aunt.

THE STRANGERS' GUIDE—NEW BEDFORD.

POINTS OF INTEREST.

Alms-house, Clark's Point.
Board of Trade, 33 North Water.
Common, at north part of city, on Purchase, between Pearl and Pope.
Central Police Station, 5 South Second, near Union.
City Hall, Market square.
City stable, 64 High.
County Court House, County, between Court and Union.
Custom House, William, corner North Second.
Friends' Academy, Morgan, near County.
Liberty Hall, corner William and Purchase.
High School, Summer.
New Bedford Institution for Savings, William, corner North Second.
Old Colony R. R. depot, Pearl.
Opera House, 249 to 253 Union.
Public Library, William, corner Pleasant.
Police Court, 5 South Second, near Union.
Post Office, North Second, corner William.
St. Luke's Hospital, 109 Fourth.
St. Joseph's Hospital, Pleasant, corner Campbell.
Steamboat Square, foot of School.
Soldiers' Monument, at Centre Common.
Swain Free School, 391 County.
River View Park, Acushnet avenue, two miles from City Hall.
Woodlawn Park, Clark's Point, west side.
Yacht Club House (the New Bedford), Pope's Island.
Quarantine Grounds; Butler's Flats on the South, the east shore of Clark's Point on the west, the Eleven Foot Bank on the north, and the Egg Island on the east.
The Bridge, foot of Middle Street.
The Fort, extremity of Clark's Point.
Lighthouse, Palmer's Island.
Water Works Pumping Station, Purchase street, north end.
Water Works reservoir, Acushnet Height, and at Pumping station.

MANUFACTURING ESTABLISHMENTS.

Clark's Cove Guano Co., west side of Clark's Cove.
Gosnold Mills, 566 Acushnet avenue.
Morse Twist, Drill and Machine Co., 20 Bedford, corner Fourth.
Mount Washington Glass Co., Prospect.
New Bedford Copper Co., North Front, rear Wamsutta Mills.
New Bedford Boiler and Machine Works, 24 South Front.
New Bedford Cordage Co., Court.
New Bedford Gas Co., 73 William.
Oneko Woolen Mills, head of Purchase.
Pairpoint Manufacturing Company, Prospect, corner Howland.
Edson Electric Light Co.
Union Boiler Works, 32 Commercial.
Hathaway, Soule & Harrington's Shoe Factory, North Second, corner North.
J. B. Paulding & Co.'s Shoe Factory, 112 and 114 North Water.
Tinkham, Reed & Gifford's Shoe Factory, 19 and 21 North Second.
Delano's Oil Works, 20 South Second, corner South.
W. A. Robinson & Co., Oil, Candle and Soap Factory, 50 South Water.
Herson's Soap Works, Fish Island.
Hastings Oil Works, Grinnell, corner Prospect.
Brownell & Ashley, carriages, 24 to 38 Fourth.
George L. Brownell, carriage manufacturer, Acushnet avenue, corner Cannon.
Clarence Lowell, carriage manufacturer, 278 Acushnet avenue.
Acushnet Coffee and Spice Mills, 28 Union.
New Bedford Iron Foundry, 90 and 92 South Water.
Thayer & Judd Paraffine Co., Rotch's Wharf.
W. F. Nye's Oil Works, Fish Island.

COTTON FACTORIES.

Acushnet, foot of Delano.
City Manufacturing Co., foot Grinnell (yarn).
Grinnell, Kilburn, corner North Front.
Hathaway Mill, South Water.
Howland Mill, Clark's Cove (yarn).
Potomska (2), 269 South Water.
Wamsutta (6), north end of city.
New Bedford Manufacturing Company, foot of Hillman (yarn).

NATIONAL BANKS.

Citizens, 96 North Water.
First, Union, corner South Second.
Mechanics, North Water, foot of William.
Mechanics, North Water, foot of William.
National Bank of Commerce, 35 North Water.

SAVINGS BANKS.

New Bedford Five Cents, 71 Purchase, corner Mechanics lane.
New Bedford Institution for Savings, William, corner North Second.

LOCALITIES IN CITY AND VICINITY.

Acushnet, a village usually known as the Head of the River, three and a half miles northerly from City Hall.
Acushnet Heights, elevations northwest portion of the city.
Belleville, one mile south of Acushnet, on bank of river.
Cannonville, in western part of city.
Common, north part of city, bounded by County, Purchase, Pope and Pearl streets.
Clark's Point, southerly part of city.
Fish Island, in harbor near New Bedford side, the bridge to Fairhaven passing over it.
Four Corners, the intersection of Water and Union streets.
Palmer's Island, at entrance to harbor. Has a government lighthouse on north end.
Pope's Island, near Fairhaven shore. Bridge to Fairhaven passes over it.
Rockdale, a mile north of Cannonville.
Jesseville, west of Wamsutta Mills, on the slope of the hill.
Wamsutta Village, at north end.

CEMETERIES.

Oak Grove, west part city, North Smith and Parker, a mile northwest from City Hall.
Pine Grove, near Acushnet Village.
Rural, Dartmouth, in south part of city.

WHARVES.

Atlantic, foot of Cannon, between Eddy and Leonard Wharves.
Baltimore Slip, foot of Union, and between Tabers and Merchants' Wharves.
Central, foot of Centre.
City Wharf and Railway, opposite 67 South Water, next north of Gas Works.
Commercial, foot of Commercial, next south of Merchants' Wharf.
Durflee's, foot of Maxfield.
Fairhaven Ferry Slip, South Front, foot of School.
Fish Island, directly east of foot of Middle, with which it is connected by the bridge. Is nearly surrounded by extensive wharves.
Gas Company Wharf, South Water, at works.
George Howland's, foot of North, north side.
Gosnold's, rear Gosnold Mills.

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BEST OF COMPANIES. LOWEST RATES.

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NEW BEDFORD - - - - - MASS.

Thos. Hersom & Co., **NEW BEDFORD, MASS.** **Soap Manufacturers**

—AND DEALERS IN—

SPERM, WHALE, NEATSFOOT, PALM and CASTOR OILS.

I would call particular attention to my best Soaps, namely: "BEST" "NORTHERN BELLE" and "CENTEN-
NIAL LAUNDRY." These Soaps are equal to the best in the market. They are made of Tallow, and are free from
any adulteration. The "BEST" and "NORTHERN BELLE" are highly perfumed, and therefore good for the
Toilet or Bath. Also, Manufacturers of

"ITALIAN SAPONE,"

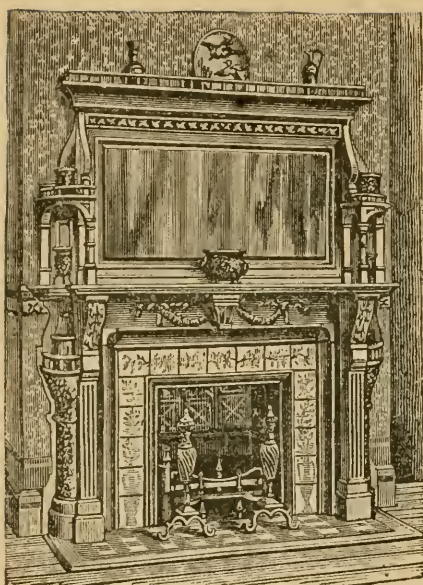
the best granulated Soap in the market. Please give them a trial. We have constantly on hand

GROUND BONE, OR BONE MEAL,

which is absolutely pure. A conceded fact that Bone Meal has no equal as a fertilizer for Farms, Gardens and Lawns, if
properly applied. We can give the best of references from the most practical farmers and gardeners in our vicinity, if
desired, as to its results.

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New Bedford, ~ ~ - ~ - Mass.



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Pattern=====
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MAKER.

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Which for Cheapness, Durability and Power,
 we know of no Wheel that equals it.

Gearing, Shafting, Iron and Wood Pulleys,
MANTELS, SIDEBOARDS, ETC.

I also keep a large assortment of

PLANS OF MANTELS, SIDEBOARDS, ETC.,
For Patrons' Inspection.

In addition to my other industries, I have now added

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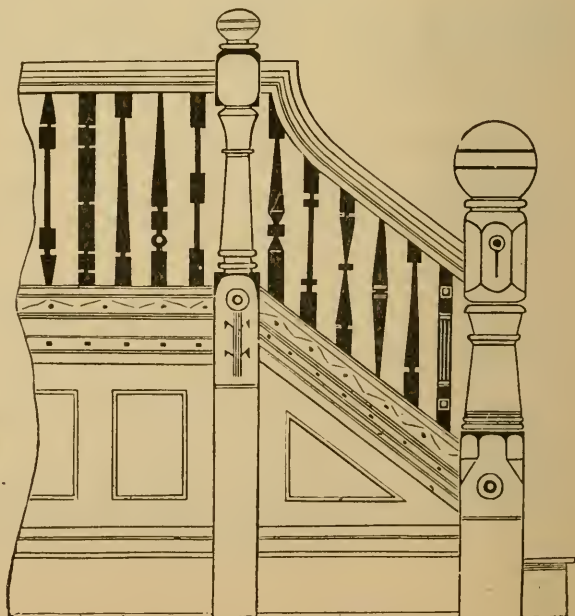
IN ALL ITS BRANCHES.

Newels, Balusters, Rails,
 ETC., ETC.,

IN EITHER SOFT OR HARD WOOD.

Stone Building, Second Floor,
Cor. SOUTH WATER & COFFIN
 STREETS,

New Bedford Mass.
CHARLES F. BORDEN.



Hart & Akin, 90 South Water.
 Hastings & Co., foot of Grinnell.
 Hazard's, opposite 77 North Water.
 Howland's, J. & J., foot of Middle, south of Parker's.
 Leonard's, foot of Leonard street.
 Merchant's, foot of High.
 Merchant's, foot of Union.
 Merrill's, between Walnut and School.
 Packet Ship, foot of Centre, between Central and
 Rotch's wharf.
 Parker's, foot of Middle, next south of the bridge.
 Philadelphia and Reading Coal and Iron Co.'s, foot of
 Walnut.
 Railroad, north of Rodman's, and near Wamsutta Mills.
 Rotch, near foot of Hamilton and Rodman.
 Samuel Rodman's, foot of Hillman.
 Steamboat, foot of School.
 Taber's, next north of Union, between Central and
 Merchants' wharves.
 Wamsutta, foot of Wamsutta street.
 Wilcox & Richmond's, foot of North.

CHURCHES.

Baptist.

First, William, above Sixth.
 Second, Middle, west of Sixth.
 North, County, corner Merrimac.
 Salem, North Sixth, near Market square.

Christian.

Middle Street, Middle, head of North Sixth.
 North, Purchase, corner Middle.
 South, Bonney, corner Sherman.
 Spruce Street, Spruce, corner Smith.

Congregational.

First, Acushnet Village.
 Trinitarian, Fourth, corner School.
 North, Purchase, corner Elm.

Episcopal.

Grace, County, corner School.
 St. James, County, corner Linden.
 Olivet, Fourth street, corner of Rivet.

Methodist Episcopal.

Allen Street, Allen, corner County.
 Bethel (African), Kempton, west of County.
 County Street, County, corner Elm.
 Fourth Street, Fourth, south of Walnut.
 Pleasant Street, Pleasant, corner Sycamore.
 Zion, Elm, west of County.

Roman Catholic.

St. Lawrence's, County, near Hillman,
 Church of the Sacred Heart (French), Ashland, corner
 Robeson.
 St. John Baptist (Portuguese), Wing, corner Fifth.
 St. Hyacinthe, Rivet Street, west of County.
 St. James—services held in parochial school, corner
 Acushnet ave. and Wing streets.

Second Advent.

Kempton Street, Kempton, corner Foster.

Society of Friends.

Spring Street, west of Sixth.
 Fifth Street, north of Russell (seldom used).

Union Church, Allen's Corner, Plainville.
 Unitarian (First Congregational Society), Union, cor-
 ner Eighth.
 Universalist (First), William, near Eighth.
 Howland Chapel, Purchase, north of Merrimac.
 City Missionary Chapel, South Water, corner Leonard.
 Cannonville Chapel.

Primitive Methodist, High street.
 Rockdale Free Chapel, Rockdale.
 Seamen's Bethel, Bethel street, between William and
 Union.
 Presbyterian (has no church building).

INSTITUTIONS, SOCIETIES, ETC.

Association for the Relief of Aged Women.
 Ladies' City Mission Society.
 Board of Trade, 31 North Water.
 New Bedford Dorcas Society.
 New Bedford Poet Society.
 Women's Christian Association, 52 Pleasant.
 Union for Good Works, Hicks Building, Purchase, cor-
 ner Mechanics Lane.
 Young Men's Christian Association, Robeson Building,
 57 William.
 Orphans' Home, French avenue, corner Cove.
 St. Joseph Hospital, Pleasant, corner Campbell.
 St. Luke's Hospital, 169 Fourth.
 Woman's Reform and Relief Society, temporary home
 Merrimac, corner Pleasant.

FIRE STATIONS AND APPARATUS.

No. 530 Purchase, foot of Franklin—Onward Engine,
 No. 1.
 Purchase Street, corner Mechanics Lane—Progress En-
 gine No. 3; Franklin Hose Carriage, No. 1; Pioneer Hook
 and Ladder, No. 1.
 South Sixth, corner Bedford—Cornelius Howland En-
 gine, No. 4.
 County, corner Hillman—Zachariah Hillman Engine,
 No. 5.
 Fourth, head of Potomska—Frederick Macy Engine,
 No. 6.
 Hancock Hand Engine, No. 9, at Head of the River.

SCHOOLS.

High, between Summer, Chestnut, North and Mill.
 Fifth Street Grammar.
 Middle Street Grammar.
 Parker Street Grammar.
 Thompson Street Grammar.
 Swain Free School, 391 County.

Primary Schools.

Arnold Street, Acushnet Avenue, Cedar Street, Cedar
 Grove Street, Dartmouth Street, Fourth Street, Grove,
 Kempton Street, Linden Street, Maxfield Street, Merri-
 mac Street, North Mill School, Cedar Grove, South Mill
 School, Thompson Street, William Street.

Country Schools.

Acushnet, Cannonville, Clark's Point, Farm School,
 North, Plainville, Rockdale.

Private Schools.

Friends' Academy, Morgan.
 Ainswell School, North, near Foster.

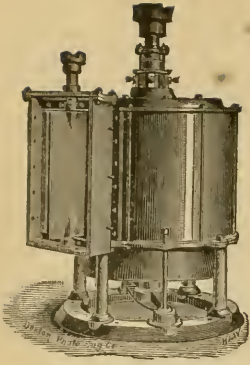
Parochial Schools.

Sacred Heart, Robeson, near Ashland.
 St. Joseph's, Linden, corner State.
 St. Mary's, Fourth, corner Wing.

CITY OFFICES.

IN CITY HALL BUILDING.
 Board of Health; Overseer of the Poor; Superintendent
 of Public Schools; Water Board.

IN PUBLIC LIBRARY BUILDING.
 Mayor; City Clerk; Assessors; Auditor; Collector;
 Treasurer.
 Police Office, 5 South Second, near Union; Registrar of
 Deeds, County Court House.



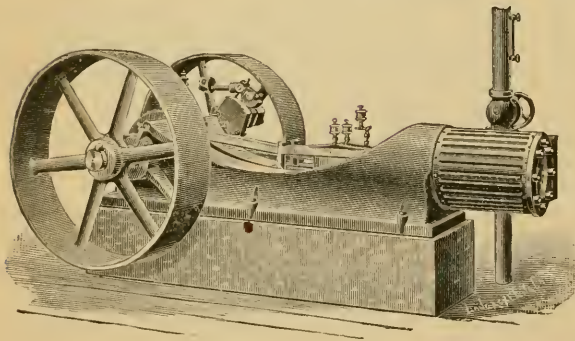
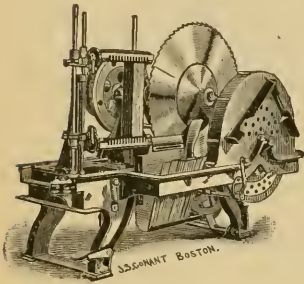
TURBINE WHEELS,
CIRCULAR SAW MILLS,
SHINGLE MACHINES, GRIST MILLS,
Woodworking Machinery,

OF ALL KINDS.

HIGH SPEED

AND

CORLISS
Automatic :: Cut-Off :: Engines,



Plain Slide Valve
 and Portable Engines,
 Stationary & Portable Boilers.
 Blowers, Exhaust Fans, Steam Pumps
 AND
 General Mill Supplies.

ADDRESS:

CHASE & SON,

236 Federal Street, - Portland, Me.

U. S. A.

PART FOURTH.

Buzzard's Bay.

A WIDE BEAUTIFUL BAY—THE ROUTE TO MARTHA'S VINEYARD—ITS SHORES AND RESORTS—MATTAPOISETT—MARION—ONSET BAY—MONUMENT BEACH—PALMOUTH—NONQUITT—ELIZABETH ISLANDS—VINEYARD SOUND.



summer cruises. Because of its comparatively smooth waters, the strength and steadiness of its summer winds, and its freedom from obstruction, the bay is a favorite sailing ground for yachts and for the numerous cat-boats and sloops from New Bedford and the smaller harbors on its coast. The shores are low and sandy, backed by forests in most places, and are much indented by many inlets and harbors, on some of which towns, villages, and summer resorts are situated, while others have one or two houses to break their solitude, and still others have for their only tenants the denizens of the shores and waters. The region is beautiful, not with the beauty of strong contrasts, but rather in a quiet, unobtrusive way, by means of the manifold combinations of sky, water, low shores, and the ever present forests.

THE route from New Bedford to Martha's Vineyard is first across Buzzard's Bay, a magnificent body of water of an irregular oblong shape, separated from the ocean on the east by Cape Cod, and on the south by the Elizabeth Islands. Its greatest length is from the entrance between Penekese Island and Mishaum Point to Back River Harbor, a distance of about eighteen miles, from southwest to northeast; while its width from New Bedford Lower Harbor to Naushon Island is about nine miles. This ample water area has often afforded opportunity for great yacht races covering fifty or sixty miles in a triangular course, sailed here by the vessels of the New York Yacht Squadron during their annual

The Vineyard steamer in starting from New Bedford passes out of the harbor between Palmer's Island and Fairhaven. The old fortification on the rocks at the southern end of Fairhaven is Fort Phenix. A little more than a mile below on the right is Clark's Point, with its unfinished fort. The low land on the east is Sconticut Neck, a long tongue-like peninsula. Beyond Clark's Point, over a wide extent of water, we can see Nonquitt, where General Sheridan died August 5, 1888. Several miles below, southward, are Round Hill and the Dumpling Rock Light, at the mouth of the bay. We are now on the broad bosom of the bay, and the steamer is heading in a course almost directly east for Wood's Holl, which is reached in a little over an hour. To the north of this course is what may justly be called the upper bay, which gradually narrows until it runs nearly to a point at the extreme northeast, at Cohasset Narrows, the Head of the Bay, so called, from where the distance overland to Cape Cod Bay is only four or five miles. The eastern coast of Buzzard's Bay from here to Wood's Holl is consequently the back shore of Cape Cod.

In 1875 Charles Nordhoff writing of this section said: "Very few places on any coast present so many favorable and beautiful locations for summer resorts as the region that is washed by Vineyard Sound and Buzzard's Bay. There are dozens of town sites on this variously indented shore-line, all picturesque and easily accessible."

Since then many of these locations have been seized upon and appropriated for such purposes, and the shores of the upper bay in the circuit from New Bedford and Fairhaven to Wood's Holl are now dotted with many summer residences and hotels, some established in old settlements that formerly were only fishing villages, while others are in entirely new places in beautiful locations. The whole coast is reached by the lines of the Old Colony Railroad. The Fairhaven branch, running from there to a connection with the main Cape Cod line at Tremont, furnishes access to the western shore of the upper bay, the only stations being at Marion and Mattapoisett, both old settlements and fishing towns. From Tremont to Buzzard's Bay Station, a distance of nine miles, the railroad runs along the northern end of the bay and passes through the shore town of Wareham, famous for the oysters found in its creeks and harbors, and there are in this distance four stations, at South Wareham, Wareham, East Wareham, and Onset, about two miles distant from the resort of that name, with which a connection is made by a horse railroad. From Buzzard's Bay Station the Wood's Holl branch starts and runs along quite close to the eastern shore, passing through a number of places the most recent on the bay. The stations are at Monument Beach, Wenaumet, Pocasset, Cataumet, North Falmouth, West Falmouth, and Falmouth, and the distance of this run is about seventeen miles. This circuit of the bay by rail is a little over forty miles.

MATTAPOISETT.

On the northeast shore of a commodious harbor five miles from New Bedford is the seaside village of Mattapoisett, a place of from twelve to fifteen hundred inhabitants. It was once a flourishing town of ship builders, but is now chiefly a summer resort for wealthy people from Boston and vicinity. The



LANDING OF GOSNOLD, 1602.

harbor is rather exposed to the southeast winds. There are a number of small summer hotels, and boarding houses for summer guests are numerous.

MARION.

Five miles eastward from Mattapoisett is the village of Marion, situated on the west side of Sippican Harbor, a reproduction of New Bedford Harbor on a smaller scale. "It is easy of access, has plenty of water, is perfectly safe for the largest yachts to visit, its shores abound with the sweetest shell-fish, oysters of excellent quality are native here; no corrupting manufactories poison its waters or its shores, the streams which empty into it are perfectly pure, coming from the pine and cedar swamps which extend northerly for a considerable distance." The population of Marion is about one thousand.

During the seasons of 1887 and 1888 Mrs. Cleveland, in those years the first lady in the land, passed her summers at Marion. Many people were attracted thereby as visitors, and the charms of the place were advertised by the constant chronicling of the comings and goings of the wife of the President. In 1889 Ex-President Cleveland, also made the place his summer home, running down here weekly from his law business in New York. Henry James, Jr., in his novel *The Bostonians*, thus describes the place:

"The little straggling, loosely clustered town lay along the edge of a blue inlet, on the other side of which was a blue wooded shore, with a gleam of

white sand where it touched the water. The narrow bay carried the vision outward to a picture that seemed at once bright and dim — a shining, slumbering summer sea, and a far off circling line of coast which under the summer sun was hazy and delicate. . . . The houses looked at each other across the grass, low, rusty, crooked, distended houses, with dry cracked faces, and the dim eyes of small paned, stiffly-sliding windows. Their little door yards bristled with rank old-fashioned flowers, mostly yellow; and on the quarter that stood back from the sea, the fields sloped upward, and the woods in which they presently lost themselves looked down over the roofs."

ONSET BAY.

The whole of the region at the Head of Buzzard's Bay is in the town of Wareham. In the northwest corner of the bay at the head of the Wareham river is the manufacturing village of Wareham, with its busy nailworks. This is the largest place on the upper bay. About four miles eastward, but also within the limits of Wareham, is Onset Bay, a noted summer resort at the head of a beautiful inlet of that name. In 1876 the Onset Bay Grove Association, an organization of Spiritualists, bought an extensive tract of land at the head of Onset Bay, and since then have held an annual camp meeting every summer during July and August. A large number of cottages has during these years been built until at present Onset Bay is one of the largest cottage settlements in New England, and presents the appearance of a considerable town. The land was sold to the cottage owners subject to an annual assessment for the support of the meetings, not in any case to exceed \$5, besides which of course a tax is collected by the town of Wareham. The meetings are held in a grove, the platform being the rear portion of a building which also accommodates the officers of the Association. In 1885 a large wooden edifice was erected to be used for services in stormy weather.

The surroundings of Onset Bay are very beautiful. The resort is almost surrounded by water and there are many picturesque islands and shores in the neighborhood, the whole forming a landscape of much more than ordinary beauty. Nearly every other house in the place is the abode of a medium, and seances, materializations and the usual phenomena are of daily occurrence.

Onset Bay is distant by water two hours' sail from New Bedford, and steamers make occasional trips between the two places during the summer. The sail affords many beautiful views especially in the portions near the head of the bay.

MONUMENT BEACH.

Four miles beyond Onset Bay station is Monument Beach, on the eastern side of the bay, near the mouth of the Monument river. Although this resort is only a few years old it is a very popular place, is provided with a good hotel, and summer cottages are increasing in number every year. A good beach, hard and smooth, affords excellent opportunities for bathing. Marion is only six miles distant over the bay, Onset is two miles distant, and a sail across or along the shore and into the inlets brings the voyager through many pleasant and beautiful scenes.



DOWN THE BAY.

FALMOUTH.

The township of Falmouth includes the larger extent of the east shore of Buzzard's Bay, and its territory also borders for ten or twelve miles on Vineyard Sound. It is thus a wedge-shaped piece of land terminating in a promontory to the south, on which is situated Wood's Holl, the terminus of the Old Colony railroad, and the place where travelers embark on the steamers from New Bedford, *en route* for Martha's Vineyard or Nantucket. The harbor here is a good haven for vessels in bad weather. Many summer residences are now located in the vicinity. The elevation near the entrance into Vineyard Sound is Nobska Hill, and from its summit charming views are obtained of the Sound, of the shores and hills of the Vineyard, and of the Elizabeth Islands. From the same standpoint, looking northward across the neck of land, the whole stretch of Buzzard's Bay is before us.

The principal place in the town is the village of Falmouth, about four miles from Wood's Holl. It contains a number of old houses as well as many modern residences, and is situated on the shores of Vineyard Sound, although the distance over to Buzzard's Bay is not much more than a mile. The village is about half a mile from the railroad station, and about the same distance from a fine landing on the Sound. A mile southward is Falmouth Heights, now a very popular resort, with several hotels. Other places fast acquiring reputation as summer resorts are: Menauhant, on the Sound, seven miles from the railroad station, and to which a small steamer runs from Wood's Holl and Falmouth Landing; Waquoit, at the head of Waquoit Bay, which connects with the Sound two miles east from Menauhant, but is only six miles distant by road from Falmouth Station; Quissett Harbor, on Buzzard's Bay, has an excellent hotel, and is within two miles of either Falmouth or Wood's Holl. On the Falmouth shore of the bay there are many other beautiful locations, which probably in the future will be appropriated for summer residences or resorts.

NONQUITT.

On the western shore of Buzzard's Bay seven miles below New Bedford, and two or three miles from the mouth of the bay, is the beautiful seaside resort

known as Nonquitt. It is a comparatively small settlement, consisting of a good sized hotel and fifty or more summer cottages, and is situated on a gentle slope facing the bay. The houses are scattered around without much apparent plan, no fences separate them, and all command good views of the sea. On this slope there are few trees, but extensive woods stretch westward. In a miniature bay enclosed by a ledge of rocks is a fine sandy bathing beach, and here are located a hundred or more bathing houses belonging to the hotel and cottages. A picturesque feature is a huge mass of rock a short distance from shore, reached by a long narrow foot bridge.

The locality has been immortalized by the famous artist, R. Swain Gifford, who here established a summer home ten or twelve years ago, and his tasteful studio now overlooks the land and water scenes he has done so much to interpret in his pictures of "Bare Kneed Rocks" and others. A near neighbor of his is another artist, William Sartain, who also has reproduced some of Nonquitt's scenery. The place was formerly known by the name "Bare Kneed Rocks," and before the establishment of Nonquitt was a favorite resort for parties to camp out for a day or a month. The Nonquitt Wharf and Land Company, chiefly composed of Boston people, purchased a tract of land here fifteen or sixteen years ago, and advertising its beauties, succeeded in building it up to its present dimensions. There is no harbor here, as the shore is exposed in all directions except the west, so that the opportunities for boating are not so good as on many places on the bay.

A small steamer plies constantly between Nonquitt and New Bedford during the summer. The distance by land is, however, about the same as by water, and the road leads across the bridge at the head of Dartmouth Harbor a mile or two northward, on the eastern side of which is the village of Apponogansett, or as otherwise called, Padanaram.

Louisa M. Alcott, the well-known novelist, had a cottage at Nonquitt for several seasons.

Nonquitt was brought into national prominence during the summer of 1888, through the death here of General Philip H. Sheridan, on the 5th of August of that year. General Sheridan, with his family, had spent several summers here, and in 1887 had erected a handsome cottage. To this new residence he came to die.

ELIZABETH ISLANDS.

Extending in a line southwesterly from Wood's Holl to the entrance of Buzzard's Bay are the Elizabeth Islands, consisting of five large and seven smaller isles. The names of the principal islands are: Naushon, Pasque, Nashawena, Cuttyhunk and Penekese, ranged one after the other in the order named with comparatively narrow water passages between them. Naushon is by far the largest, and the name applies not only to that island, but includes two others separated from the main island by channels so narrow that from appearances no one would suspect the existence of separate islands. These two islands are Uncatena and Nonomesset, both at the eastern end of Naushon; the first is to the north on Buzzard's Bay, the other borders on Vineyard sound and approaches



THE SHERIDAN COTTAGE, NONQUITT.

nearest to the mainland at Wood's Holl. Between these two islands is Hadley's Harbor, a beautiful natural haven. The channels between these islands and Naushon run from the head of Hadley's Harbor to Buzzard's Bay and Vineyard Sound respectively, and are both spanned by substantial bridges; these creeks are known among the fishermen as "the north and south gutters." Nonomesset is the largest and most fertile of the two islands. The principal wharf in Hadley's Harbor is on Uncatena, and on this island also is the mansion house of Colonel J. M. Forbes, the owner of the entire domain of Naushon. The main island is about ten miles long and of an average width of a mile and a quarter, but between Tarpaulin Cove, on Vineyard Sound, and Kettle Cove, on Buzzard's Bay, is very little over three quarters of a mile wide. The island is covered with forest over a large part of its entire extent. Here a few deer have their home, and once a year do Mr. Forbes and his friends indulge in a deer hunt. In the central portion is a sheep range, where, at times, as many as four thousand sheep have been maintained. Besides the house of Mr. Forbes at Hadley's Harbor, there are two others, inhabited by his sons, and several farm houses and cottages tenanted by farmers and attachés. At Tarpaulin Cove is a harbor much frequented by vessels passing through the Sound, and here they can procure supplies from a good store in the little settlement at the head of the cove. On the south side of this harbor is a light-house. In the south gutter, between Nonamesset and Naushon are the two small Buck Islands. In Buzzard's Bay, northward from Naushon, near its easter nend are two small rocky islands, known as the Woepeckets. They are quite conspicuous from the Vineyard steamers.

J. Malcom Forbes, the owner of the celebrated yacht *Puritan*, is one of

the sons of the "Baron of Naushon," and in Hadley's harbor the beautiful craft can often be seen from the decks of the Vineyard steamers as they pass through Wood's Holl.

The next island beyond Naushon is Pasque, separated from it by a rocky passage called Robinson's hole. Pasque is between one and two miles in length and about a mile wide, and is the property of the Pasque Island Club, composed chiefly of New York gentlemen. They have a good club house, other buildings for keepers and helpers, and possess a number of fishing stands projecting into the water, their main sport being fishing for bass which are taken from these stands.

Beyond Pasque and separated from it by Quick's Hole, a wide and deep passage through which vessels of any size can sail, is Nashawena, the second in size of the Elizabeth Islands, being four miles long and about one mile wide. The shore line is for the most part high and forbidding and the adjoining water bold and deep. There are forests in some of its valleys, but from the water few trees are seen, and many ponds exist, some of them forty or sixty acres in extent and of great depth. The island is stocked with a large flock of sheep, of over a thousand, cattle, and horses, and many turkeys are raised. It has one harbor. There are more Indian remains on Nashawena than on any of the islands. Off the harbor is a small island called Barataria.

Separated only by a very unsafe and narrow boat passage called Canapitsett from Nashawena, is the island of Cuttyhunk, which is of an irregular shape, with an area of about seven hundred acres. On the north side is a harbor much used by vessels, and a narrow inlet leads into a large pond where small boats can find perfect security at all times. At the western end is a lighthouse, and near by a life saving station. In the same neighborhood is a large pond of fresh water called Gosnold's pond in the centre of which is Gosnold's island, where it is supposed the English navigator, Bartholomew Gosnold, and his men built houses in the year 1602 when he discovered these islands and named them in honor of Queen Elizabeth. The foundations of houses can still be seen here. Cuttyhunk is now almost entirely owned by the Cuttyhunk Fishing Club, composed chiefly of New York gentlemen. They possess a fine club house and have more than a score of stands for bass fishing which is the principal sport. On the island there are about twenty houses occupied by pilots and fishermen, and there is also a Methodist church and a school house. The Elizabeth islands were constituted a town by the name of Gosnold in 1864 and the town meetings are held on Cuttyhunk. A small steamer crosses the bay from New Bedford several times a week during the summer.

The outermost of the islands is Penekese, about a mile north of Cuttyhunk, and it is the smallest of the chief islands of the group, being only about sixty acres in extent. It has a small harbor much frequented by fishing smacks. Here was located the school of natural history conducted by Professor Louis Agassiz, in 1873, but never very successful. Large buildings were erected but are now entirely unused. A similar school is now conducted by Professor Alexander Agassiz at Castle Hill, Newport.



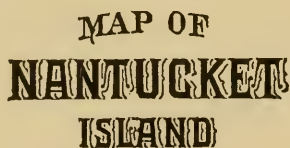
COMMENCEMENT OF THE WHALE FISHERY, NEW BEDFORD.

“From the heights of any of these islands may be viewed a marine panorama many miles in length, which presents new and ever-changing scenes unceasingly.”

VINEYARD SOUND.

Between the Elizabeth Islands and the northern coast of Martha's Vineyard is Vineyard Sound, five or six miles in width and twenty miles in length, one of the greatest thoroughfares for vessels in the world. The keels of every nation plow these waters without rest day or night. It is said that more than sixty thousand steamships and sailing vessels pass annually through this sound in the day-time alone. Vessels from New York, Philadelphia, and the south, bound for Boston, Portland, and all eastern New England, and *vice versa*, pass through this convenient channel. Frequently they “form a procession, seemingly a dress parade to delight the enraptured spectator. The soft, southwest wind just holds the vessels against the western tide, and as they come within its influence they almost stop until there are gathered hundreds between Gay Head and the Sow and Pigs Ledge, appearing like a regiment marking time. When the tide turns, on they come, sweeping along noiselessly they pass like mighty eagles, and as their various rates of sailing show their effects, the vessels form into a continuous line extending beyond the sight.”

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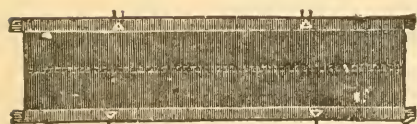


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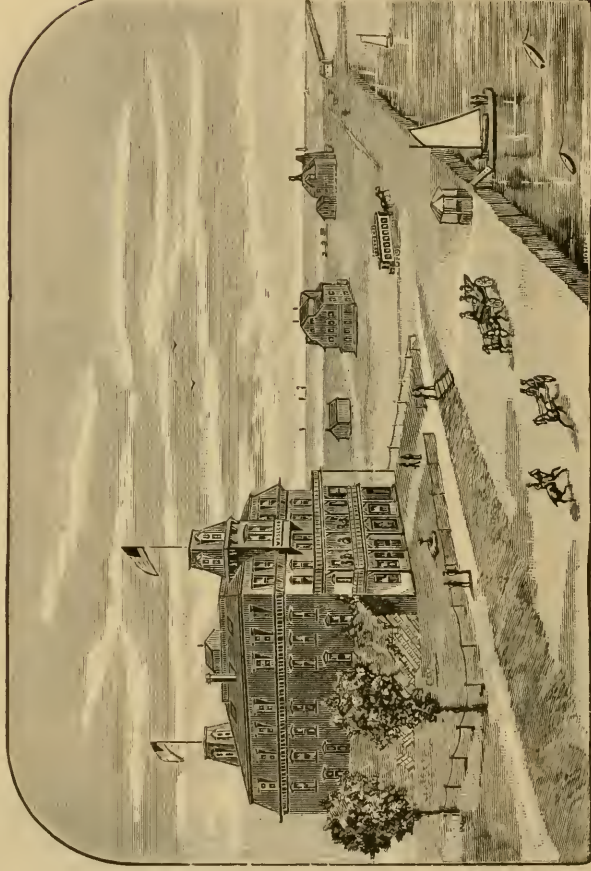
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COTTAGE CITY, MASS.



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The coolest and most centrally located hotel at Cottage City. It is the purpose of the proprietors to make the Wesley comfortable and homelike.

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WE BELIEVE IN PLENTY OF GOOD FOOD, WELL COOKED.



THE BATHING BEACH AND TOWER, OAK BLUFFS, COTTAGE CITY.

PART FIFTH.

Martha's Vineyard.

ITS SITUATION AND PHYSICAL CHARACTERISTICS—CLIMATE AND HEALTHFULNESS—POLITICAL DIVISIONS—THE APPROACH TO THE ISLAND BY STEAMER—APPEARANCE OF COTTAGE CITY—OAK BLUFFS—THE CAMP-GROUND—VINEYARD HIGHLANDS—OTHER LOCALITIES IN COTTAGE CITY—THE ANNUAL ILLUMINATION—THE MARTHA'S VINEYARD CLUB—ANTICIPATED EVENT FOR SEASON OF 1888—THE OAK BLUFFS CLUB AND HOUSE—FIRE DEPARTMENT, SCHOOLS, AND WATER SUPPLY—THE MARTHA'S VINEYARD HERALD—FISHING—CHURCHES—EXCURSIONS TO GAY HEAD, EDGARTOWN, KATAMA—HOW TO GET TO THE VINEYARD—VIEWS OF THE OCEAN FROM OAK BLUFFS—HISTORICAL NOTES—THE DEVELOPMENT OF THE RESORT FROM THE CAMP MEETING—THE LAND COMPANIES—COTTAGE CITY HOTELS—VINEYARD HAVEN—WEST CHOP—EDGARTOWN AND KATAMA—GAY HEAD—STRANGERS' GUIDE.

ONE of the best known of the many beautiful summer resorts on the Northern Atlantic seaboard is the island of Martha's Vineyard, off the southeastern coast of Massachusetts, and within an hour's sail of the mainland. It lies to the southward of Vineyard Sound, a great ocean highway along the coast, through which all vessels moving in either direction pass. To the northeast is the peninsula of Cape Cod; to the northwest are the Elizabeth Islands, which form a

line of outposts in the ocean from the mainland to the mouth of Buzzard's Bay, which they separate from Vineyard Sound; and out at sea thirty miles distant in a southeasterly direction is Nantucket, a lonely sea-girt isle so far away as to be out of sight of any neighboring lands.

Martha's Vineyard is of a sandy formation and has a very diversified surface. On the northern and western coasts it borders on Vineyard Sound and rises in considerable elevations, while on the south it is comparatively level and low and is dotted with many wood-embowered lakes. Forests, mostly of dwarf oaks, cover the larger portion of the surface. An impression has prevailed that the soil was poor because of its sandy character, but the crops in seasons when rain is plentiful disprove this belief, and also demonstrate the fact that judicious cultivation with proper irrigation in dry seasons would bring ample returns. Small fruits and garden vegetables grown on the island are much superior to what can be obtained from the mainland, but the supply is not fully equal to the demand.

The shores are mostly sandy beaches, in some cases stretching out at the foot of abrupt bluffs which face the ocean with steep and arid sand slopes like railroad embankments, at other places they are sustained by a background of undulating, wooded hills. Still in other localities they roll away into low meadows, or are flanked by salt marshes or ponds. On the east, north, and west the sea breaks on the beaches gently, with little or no surf except during storms or the prevalence of certain winds, but on the south shore the full sweep of the ocean is felt, and the majestic billows roll in upon the sands in long and high rollers, chasing each other up and down the steep beach stretching for miles in a straight line, and making a grand music that even in calm weather is like distant and muffled thunder.

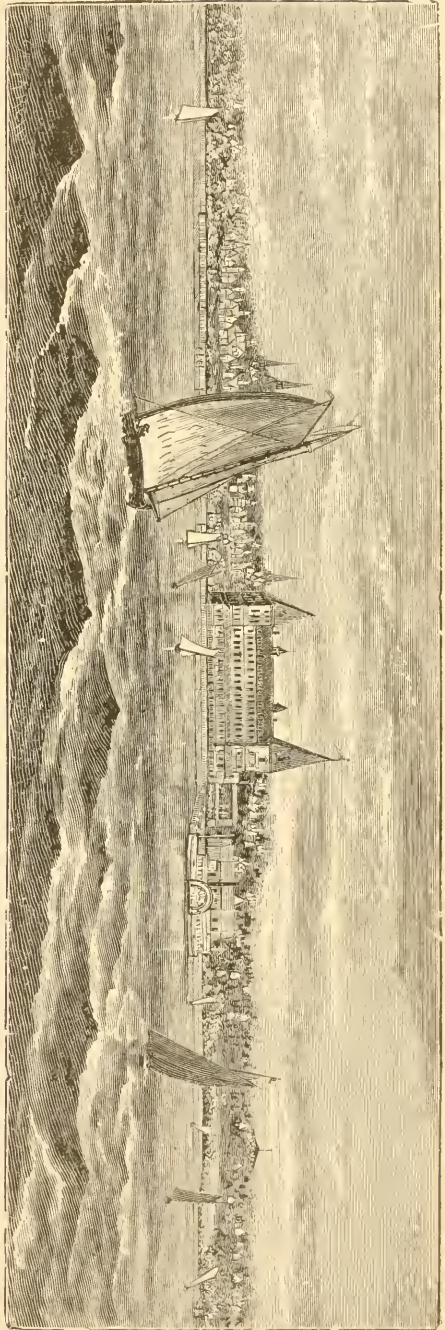
In the interior and on the coast remote from the communities on the eastern end of the island, the country is but thinly settled, and the lover of solitude can find here plenty of opportunity to get away from the haunts of men, with the advantage of still being almost within hailing distance. Here also in the placid lakes and the rushing brooks the sea bass, the speckled trout, and other denizens of the waters that love not the places where commerce and the multitude intrude, can be entrapped by those who, having time and opportunity, do not dread fatigue or fear solitude.

The climate is as nearly like that of Florida as the latitude will allow. The highest temperature reached in July, 1887, was 89 degrees, while the mean temperature during the same month was 73.2 degrees, and the lowest 61.7 degrees. Very little snow falls during the winter, and when it comes, soon passes away, as the weather is much milder than on the mainland. During the winter the temperature ranges from 30 to 40 degrees, seldom falls below 10 degrees, and very rarely to zero. For these reasons the Vineyard is being recommended as a winter resort. The temperature of the sea water is said to be 21 degrees warmer on the bank of the island than on the north side of Cape Cod, the cause being that the warm current from the tropics mingles with the waters of the sound, while the icy currents from the North Seas enter Cape Cod and Massachusetts bays.

The healthfulness of Martha's Vineyard is one of the pet subjects with its residents and natives, and certainly the vital statistics bear out the assertions. The average death rate for the last ten years is shown by the records to be considerably below that for the whole state, and the average age at death is higher than in any other county in the state. This last is owing to low average of infant mortality, as since 1867 no death from cholera infantum has been reported. The claim is also made that there is no crime on the island; and with the possible exception of some robbery, such as pocket-picking, during the summer, the statement is substantially correct. But no one must run away with the idea that because of these facts society here is insipid, that the "*unco guid*," with their Pharisaism make the tone of social intercourse, for such an impression would be erroneous. The people here enjoy themselves in a normal, healthy way and indulge in their private foibles, while they conduct themselves in a manner befitting their character as cultivated, intelligent people.

In size Martha's Vineyard is one of the largest islands off the Atlantic coast, being a little more than twenty miles long by nine miles wide in its broadest part, and has sometimes been said to be shaped like a fish's head closely cut off, Vineyard Haven Harbor representing the open mouth. This, however, is rather a fanciful imagining, although the figure may convey a crude idea of the general shape. The island is divided into five townships: Edgartown, Tisbury, Chilmark, Gay Head, and Cottage City; the last not being least, though last

COTTAGE CITY — FROM THE SOUND.



formed. The whole island, together with the Elizabeth Isles, across Vineyard Sound to the northward, from five to seven miles away, constitutes Dukes County, Massachusetts. The county seat is at Edgartown in the most easterly portion.

The majority of the visitors to Martha's Vineyard have for their destination the unique summer resort now known by the corporate name of "Cottage City," but which is better known by its original and more appropriate title, "Oak Bluffs." Although the island has two considerable village communities, Edgartown and Vineyard Haven, and a number of small hamlets, all indigenous to the country, Cottage City is the Mecca of the summer visitors and is a community radically different from its neighbors. While the other places are the homes of the native farmers and fishermen, Cottage City had its origin in a Methodist camp-meeting, and has developed from and outgrown that beginning until it has become the most unique, self-contained and self-centered summer community in the country. It is not a summer resort superimposed on a native community, but is a place that from its origin has been a summer resort and nothing else, and all the connection had with adjoining communities has only been those of trade or mutual assistance. It is situated on the eastern side of the island, where the coast is formed by steep sand bluffs, with sandy beaches at their bases. From this fact, and because the region was and is covered with a growth of dwarf oaks, the place was called Oak Bluffs, and when this neighborhood and the adjoining localities and its suburbs were set off as a separate town in 1880, the name Cottage City was adopted.

In getting to the Vineyard the last stage of the journey, no matter from what region of the country the visitor may have come, is from Wood's Holl, the southwesterly extremity of Cape Cod peninsula, where there is a good harbor, a terminus of the Old Colony Railroad on the steamboat landing, the handsome buildings of the U. S. Government Fish Commission, a guano works, and on the wooded slopes and coves adjoining the harbor many fine residences picturesquely situated. As the steamer swings out from the wharf, on the east is seen the first and largest of the Elizabeth Islands, Naushon, separated only by a narrow and perilous passage from Wood's Holl. The course is in a southeasterly direction across Vineyard Sound, first passing along close to the mainland, and obtaining fine views of the elevated wooded shores. Soon Nobska light is passed on a headland, beyond which the coast extends in a grand curve for five or six miles, the semi-circle terminating in a headland crowned with dwellings, but not very clearly distinguishable from the steamer. This is the Falmouth shore, and the headland just mentioned is Falmouth Heights. The white line of the beach makes a bright and glistening border between the sea and land. The village of Falmouth is a mile or more inside the headland, near the shore, and is provided with a convenient landing. Two miles beyond the headland is Menahant. The steamer then heads across Vineyard Sound, only five or six miles across at this point, and when we are midway the entire length of this fine ocean highway lies in view southward, with the elevated shores of Martha's Vineyard on one side and the Elizabeth Islands on the other. The first point of the island that the steamer approaches is a wooded



A VIEW ON CIRCUIT AVENUE.

headland with a lighthouse on the outer end in a little clearing. This is the West Chop, and forms the western bastion of Vineyard Haven Harbor, across the wide entrance to which the steamer soon passes, and quickly approaches the East Chop, the eastern bastion of the harbor, also a headland, but treeless, around which the steamer swings, and then shapes its course parallel with a high, bold, sandy-faced bluff extending back from the East Chop. On the summit of this bluff and close to its edge are many cottages, and at the northern end where the bluff "dips" a wharf juts out, where the steamer makes its first landing. At the head of this wharf, commonly called Highland Wharf, and sometimes the Baptist landing, is the Highland House, and beyond it the large building in the foreground is the headquarters of the Martha's Vineyard Summer Institute. The region back of the bluff just passed, is called Vineyard Highlands, where the Baptists have a tabernacle and hold yearly camp-meetings, and from the steamers can be seen the pleasant cottages among the trees. A quarter of a mile further is another wharf, and in the space between the two wharves is a low narrow beach, beyond which is a small fresh-water pond known as Lake Anthony. The wooded and thickly populated region to the left, and just beyond the further wharf, is Oak Bluffs, which is separated only by one of the avenues from the Methodist Camp-ground just back of it. This whole place now in view is the far-famed Cottage City.

From the deck of the steamer, as we approach, that portion beyond the further wharf makes a strikingly beautiful picture. The towers and minarets of its hotels, and cottages elevated on the bluff and outlined against the western sky, give it an appearance of Oriental splendor and magnificence unequalled anywhere on this continent. Nor is this impression lessened when the visitor goes



UNION CHAPEL.

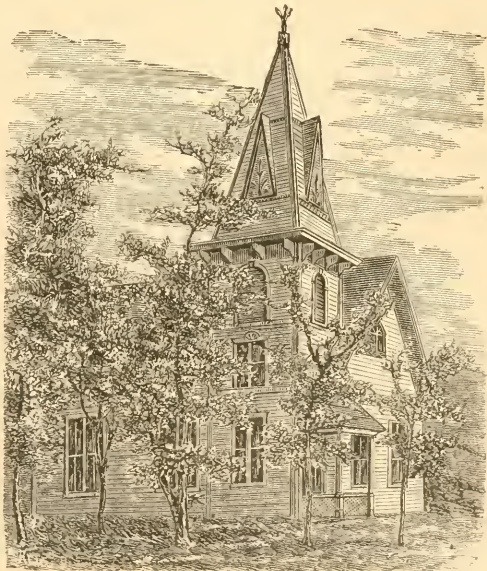
ashore, as everything looks bright and new, the buildings have a fairy-like character, the streets and avenues are laid out as carefully as if on a magnificent private estate, and are all concreted. At the head of the Oak Bluffs Wharf is the Sea View House, seated directly on the bluff, the largest hotel on the island, and its lower piazza on the seaward side is made continuous with the wharf. Proceeding up the wharf and past the hotel, on the right is the Skating Rink, a large commodious building on the bluff, which on that side is low. Adjoining

the rink is the summer toboggan slide, which affords rare treats to the children. On the left we get a good view of Ocean Park, just west of the Sea View, and bordering the bluff's here; while all around its landward side are the finest residences on Oak Bluffs. The tasteful building on the left is Trinity Episcopal Church. We soon reach the foot of Circuit Avenue, which is the main street of Cottage City. The first portion of this thoroughfare is lined with stores, offices, and some of the principal hotels, which you will readily discern from their conspicuous signs as you proceed. On the right, after passing the largest buildings on the street, the Arcade is reached, which is a thoroughfare leading underneath the Central House, and is in reality the central place for business. Here in this archway is the post-office, and on the other side, the diverging streets lead to the Camp-ground, and to all manner of intricate ways among the cottages and dwellings. Beyond the Arcade, Circuit Avenue is the way to the beautiful residences on the many streets leading from the bluff's.

A tour along the avenues will repay the visitor, although nothing but a map will serve as a guide in finding the way on account of the crooks, curves, and sinuosities of the streets; but all roads converge on Circuit Avenue, and lead to the Arcade. All the avenues are concreted, and in the entire place there are over thirty miles of them, the great majority comparatively narrow in the roadway, although the houses are separated in most cases far enough to constitute the avenues wide streets. Few fences separate one property from another, and the whole place consists of innumerable tasteful cottages embowered in the groves, a great many of them frail, airy structures, although in recent years many expensive dwellings in the modern Queen Anne style have been

erected. Many of the cottages have wide doors, which are usually open and present to the view of the passers-by bright, artistic, cosy, and home-like interiors. The fairy-like character of the whole scene so engrosses the attention that the stranger does not think of losing the way, and the pleasant avenues, lined with these attractive homes, are only the more beautiful because of their crooks and curves.

The chief portion of Cottage City is the section known as Oak Bluffs, which name for some years up until the formation of the town had by common usage been adopted as the title of the entire place, but since then, of course, has been confined to its original significance, although many of the residents now believe that it would be a more appropriate and suitable name than the indefinite title, Cottage City. This section consists of a moderately high bluff, extending for half a mile or more along shore, from Lake Anthony on the north, to another shore pond on the south, and is flanked by undulating land to the west, which is now nearly all occupied by the tasteful dwellings already described. The gently rolling surface has been left as nature formed it, and the concrete walks and drives run in graceful curves past the unfenced estates. On the edge of the bluff, from the Sea View House, at the Oak Bluffs Wharf, northern end of the bluff, the broad plank walk which extended almost to the pond on the south, affording splendid opportunities for seaside promenades, was swept away last winter by the most furious storm that ever visited the Island, and has been replaced by a graded bank which will be sodded and form a beautiful finish to the bluff. Immediately back of this Seaview Avenue leads along the bluff, bordering on which, at the north end, is Ocean Park, of a half elliptical form, the straight side toward the sea, and the curved side lined with the beautiful residences that give to the place such an appearance of beauty from approaching steamers. Ocean Park is now the subject of litigation. The town refused in the past to accept it from the Oak Bluffs Land & Wharf Company, and again refused to purchase it. A sale was then made, and the question of title is now before the courts. But as it has remained an open park for twenty years, and the verbal understanding between the company and the cottage owners to whom the land was sold was to the effect that this space should be preserved as a park, the natural outcome would seem to be that the park should be continued as public ground.



[BAPTIST CHURCH, HIGHLANDS.

The chief bathing place is the beach on the water front of Oak Bluffs, opposite the centre of population and very convenient of access. Several hundred bathing houses in double rows with a passage between, stand at the foot of the bluff, and are reached from the plank walk along the edge by steps leading out of the pavilion, which is a large, airy, many-storied structure, conspicuous from the water and from all along shore, and affords a splendid chance for the observer to watch the bathers. The beach is of smooth sand, and extends up under the bathing-house. The fashionable hour is about 11 A. M., and all classes and conditions then avail themselves of the opportunity to tumble and splash in the quiet and genial tempered waters. There is no surf, no undertow, and the bathing is consequently absolutely safe. Just south of the Highland Wharf is another bathing place, but it is not so popular as that at the Bluffs.

Oak Bluffs is well supplied with parks. Besides Ocean Park, already mentioned, there is Waban Park, the largest of the number, which is a wide, open space, with trees and grass, extending from Sea View Avenue back to Naumkeag Avenue, and its extensions, Naushon and Nashawena parks, lead out to Circuit Avenue, the western limit of the settled section. Many others, which it would be tedious to mention, are scattered over Oak Bluffs, in fact, more than one-fourth of the area being devoted to those public grounds, and the whole place with the absence of fences looks, and with truth might be said to be, a magnificent summer park.

The "Camp-ground," or more properly speaking, Wesleyan Grove, lies west and north of Circuit Avenue, and is similar in all its essential features to the region just described. Formerly a high fence encircled it, but this has disappeared except in a few places where it serves other than its original purpose, consequently the division between Oak Bluffs and the Camp-ground is at present not discernible in any physical demarkation. In the centre of the Camp-ground is the large iron tabernacle, around which are grassy lawns, and the whole is encircled by an avenue and a horse-railroad, and on the further line of the street are dwellings of the usual character, although a few tents mounted on wooden frames are still "pitched" in this neighborhood, the sole remnants of the days of yore when all the visitors here dwelt in tents, and church societies had tents in which their members could find lodgings for the night.

The next most important locality in Cottage City is Vineyard Highlands, which is all the region northward from Lake Anthony to the East Chop, and is the highest land along shore. The streets and avenues are not concreted to such an extent as at the Oak Bluff side, and the dwellings are rather scattering. A fine concreted drive encircles this region, leading along the bluffs past the light-house, and so on along the shore of the harbor to Vineyard Haven. On the height overlooking Lake Anthony the Baptist Tabernacle is situated, embowered among the trees. Near the steamboat landing in this section is the Martha's Vineyard Summer Institute, a sort of universal school of science, first established in 1878. Agassiz Hall, as the building is named, was dedicated July 20, 1882. The annual session of the school begins about the middle of July, and usually continues five weeks.

On the east side of Vineyard Haven Harbor, and about a mile across the



OAK BLUFFS CLUB HOUSE.

peninsula from Oak Bluffs, is Eastville, a small cluster of houses. Here is the wharf used by the Portland and New York steamers, and the Norris landing, formerly used by the camp-meeting people on their arrival at the Vineyard, though in favorable weather they were often landed on the other side, near the present Oak Bluffs Wharf, being set ashore in scows. A fine concreted driveway now leads all the way over the hill to Eastville.

Following Circuit Avenue until it leads beyond the thickly populated district, we soon come to a hill, and still continuing our journey we reach Lagoon Height overlooking Cottage City from the southwest and bordering to the westward on Lagoon Pond, the upper part of Vineyard Haven Harbor. Here a fine hotel, the Prospect House, is located.

When Oak Bluffs began to grow as a popular summer resort after 1870, the feeling gradually developed among the permanent residents and the summer sojourners that the interest of the community would be best served by having a separate town government. Although defeated for several successive years, finally, by act of the Massachusetts Legislature, February 17, 1880, the town of Edgartown was divided, and a new municipality was incorporated under the name of Cottage City. This includes Wesleyan Grove, or the Methodist Camp-ground, Oak Bluffs, Vineyard Highlands, or the Baptist Camp-ground, Eastville, and Lagoon Heights.

For a number of years it has been customary to have an illumination and celebration near the end of the season. As the resort increased in population the necessity of having this affair, which had become one of the settled features of the place, under proper management became apparent, and it was also evident that some attempt should be made to furnish popular amusement and enter-

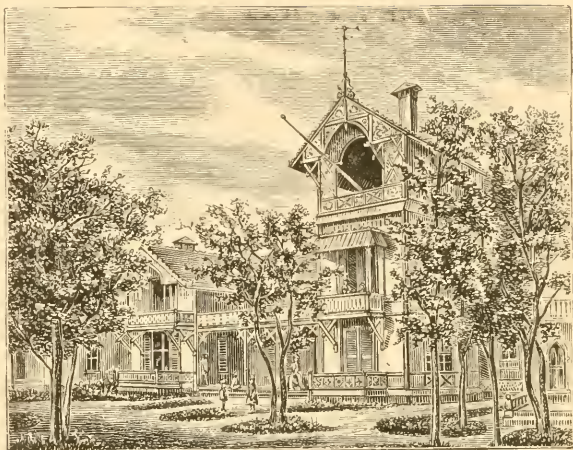
tainment under correct auspices. These considerations led to the formation, largely through the efforts of Mr. Charles Strahan, editor of the *Martha's Vineyard Herald*, of the Martha's Vineyard Club, which had for its purpose the objects mentioned and also was a means of promoting social harmony and intercourse. Besides this by various means it sought to advertise the advantages of the island to the outside world. The club in 1888 numbered about five hundred members, including the most prominent of the summer visitors. It was organized July 26, 1886, and was eminently successful in its chosen work, being instrumental in securing many improvements. One of the most noteworthy of these is a fine band-stand on Ocean Park, designed by Mr. M. F. Cummings of Troy, N. Y., who was also the architect of the Oak Bluffs Club-house. Dr. H. A. Tucker of Brooklyn was the president, and meetings of the club were usually held at his residence on Ocean Avenue. For the season of 1888 the club engaged the Fitchburg Band of twenty-five pieces, and on its invitation the National Rifles of Washington, D. C., accompanied by the Marine Band, spent two weeks at the Bluffs, in July. The New York Yacht Squadron made Vineyard Haven Harbor their rendezvous during the entire summer, and in August raced for a prize offered by the club. The Massachusetts League of American Wheelmen were so well pleased with the place in 1887, on account of the great extent of concreted roadways, so well adapted for their vehicles, that they were present in greater force than ever in 1888.

One of the latest but still one of the most important institutions is the Oak Bluffs Club, organized in the summer of 1887, and composed of wealthy residents. Its membership is limited to one hundred, the entrance fees are \$50, the annual dues \$25. The club-house, finished early the past summer, is situated at the corner of Sea View and Ocean avenues facing the park, and is a tasteful red-roofed building composed of two connecting cottages. Its interior appointments are elegant, and it will provide all the comforts and conveniences of a first-class club, with opportunities for the entertainment of friends and guests such as casinos now afford at other resorts.

The question of the establishment of proper schools, the lighting of the streets, the procuring of facilities for putting out fires, were all questions that had important bearings on the movement to form a separate town of this summer community. Since its incorporation these necessary conveniences have largely been secured. Good schools exist, the avenues are lighted both by gas and electricity, and there is an excellent fire department consisting of one steam fire engine, two chemical engines, two hose carts, one hose wagon and fixtures, and other necessary apparatus, besides a fire-alarm system, while there is a good pumping station and water-works on Lake Anthony for fire purposes. The town has not yet secured a good water supply, but will undoubtedly do so in the near future, either by an independent system, or from the Vineyard Haven Water Company, which has already a fine system in operation.

Among its other excellencies this summer city has a newspaper in keeping, for vigor, breeziness, and general character, with the people and the surroundings. This is the *Martha's Vineyard Herald*, published every Thursday throughout the year and semi-weekly in summer. The original newspaper

venture was the Camp-Meeting *Herald*, first published in 1862. In 1879 Mr. Howes Norris started the *Cottage City Star*, which, while it was a bright, vivacious, and entertaining paper was not a success financially. In the fall of 1885 Mr. Charles Strahan, a southern gentleman who had come to the Vineyard broken in health, bought the paper, and has not only made it a success financially, but has im-



DR. TUCKER'S COTTAGE.

proved it vastly in all respects, and besides has by its means been instrumental in heralding the attractions of the island far and near as a summer resort. Mr. Strahan on becoming the owner changed the name to Martha's Vineyard *Herald*. In recognition of these efforts of the editor, many resident and business men made up a sum of money to pay for one thousand copies of the paper to be sent to libraries all over the country. This plan was carried out in 1888 and has no doubt resulted in assisting the development of the island in a great degree.

If you want to fish you will find plenty of opportunity at the Vineyard. During the season, at the wharves of either Cottage City, Vineyard Haven, or Edgartown, cat-boats, manned by reliable skippers, can at any time be engaged, and you can go out and indulge in the sport of blue-fishing, which is the most exciting of all that are possible here. Tautog and scup are also caught in the neighboring waters, while from the headlands of the coast at Gay Head or Squibnocket, on the west end of the island, the enthusiast can throw the line for the striped bass. In the ponds and streams, trout, perch, and pickerel are to be found if you are willing to take the trouble necessary to get to their abiding places, and have the patience to lure them from their haunts.

Cottage City is well provided for in the matter of houses of worship. In Vineyard Grove, the Iron Tabernacle at the centre of the Camp-ground, the Trinity Methodist Church near it on Broadway, and Grace Chapel, north of the church; in Oak Bluffs, the Union Chapel on Narragansett Avenue, whose pulpit is occupied by ministers of all denominations; the Baptist Church, corner of Grove and Pequot Avenues, and the Roman Catholic Church, on Circuit Avenue, and Trinity Episcopal Church near the Sea View House; on Vineyard Highland is the Baptist Tabernacle.

A horse railroad, commencing at the Baptist landing, passes round between Lake Anthony and Sunset Lake, and makes the circuit of the Methodist Camp-ground.

Excursions by steamer to Gay Head are frequent during the summer. The trains run frequently to Edgartown, Katama, and the south shore. Vineyard Haven can be reached by the early morning boats, by carriage, or if the visitor is a pedestrian, the walking is good, while the concreted driveway affords opportunity for a bicycle ride there, as well as around Cottage City.

Not the least of the conveniences of Martha's Vineyard is the narrow gauge railroad from Oak Bluffs Wharf to Edgartown and Katama. The trains start from the wharf, on the south side, run along the beach past the Sea View Hotel, and at the foot of the bluff, passing underneath the bathing pavilion and in between the bathing-houses and the bluff, and then running along near the shore all the way to Edgartown and Katama. Beyond Edgartown the road crosses a level plain, and reaches Katama by a sweeping curve. Across the lots a pathway leads to the south shore from which a grand outlook of the surf, the ocean and the surrounding shores is had.

The Vineyard is reached by the New Bedford, Martha's Vineyard, or Nantucket steamers, either from Wood's Holl or from New Bedford, at which places connections are made with trains on the Old Colony Railroad. Coming from Boston, the usual route is to Wood's Holl, then only necessitating a sail across the sound of six or seven miles to Vineyard Haven or Oak Bluffs. But passengers from Boston, if a longer sail is desirable, can go by way of New Bedford, and all travelers from the west usually take this route. The distance this way is twenty miles, and the time about two hours, calling at Wood's Holl on the way.

The outlook from Oak Bluffs on a beautiful summer morning is superb. The waves sweep gently on the smooth sands, with a monotonous music that breaks pleasantly and soothingly on the ear. The sun, shining on the smooth and level waters, glints in rays of golden light from portions of apparently polished surface, and a delicate haze, which obscures nothing, rests on the sea. On the broad sound, dotting the waters, are scores of sail, some of them outlined against the distant horizon, where they seem suspended between sky and water, and emblazoned as on a magnificent canvas. The projecting points of land, Cape Cod on the north and Cape Poge on the south, with the white lines of their beaches forming their bonds of union with the sea, stretch out like inclosing fingers of a beneficent omnipotence, calm, still, all-embracing, and protecting.

Martha's Vineyard was first made known to Europeans by Captain Bartholomew Gosnold, who discovered it in 1602. He says it was covered with forests, fruit-bearing shrubs, and vines, and it is probable that from the abundance of the latter, and in honor of some lady, he gave it its present name, spelling it "Marthae's Vineyard." The Indian name was Kapawack.

In October, 1641, Thomas Mayhew, Gent., and his son, Rev. Thomas Mayhew, Jr., purchased of Sir Fernando Gorges and the Earl of Stirling, through their agents, Nantucket and its adjoining islands, and on the 23d of the same month obtained Martha's Vineyard and the Elizabeth Isles; and in 1642 began a settlement at Edgartown, then called Great Harbor, a name which it retained till 1671. In 1664 Charles II., by charter, gave to his brother James,

Duke of York, all these islands lying between Cape Cod and Narragansett Bay, and so they became municipally a part of New York, until by charter of William and Mary, in 1692, they, with Plymouth Colony, became a portion of the Province of Massachusetts. The New York records spell Martha's Vineyard, Martin's Vineyard, a name that also appears more frequently than any other in the Massachusetts records down to 1645. This name was probably given in honor of Captain Martin Pring, who landed at Vineyard Haven in 1607, built a stockade, and spent the summer in trading with the Indians and collecting sassafras.

These islands were also obtained by purchase of the native sachems, who, by Indian law, had the power to dispose of lands. The lordship of the islands remained in the Mayhew family from 1641 to 1710. The Mayhews were all missionaries, and having learned the Indian language, preached with such success and so won the hearts of the natives, that Gookin, who visited the island in 1674, reported six towns of Christian Indians, and called it "a very beautiful vineyard to the Lord of Hosts." The Indians have now all disappeared, excepting something less than two hundred of them, who are partially miscegenated with negroes, and constitute the township of Gay Head, at the extreme western end of the island.

The settlement of Cottage City began with a Methodist camp meeting, held annually in August in Wesleyan Grove, the present Methodist Camp-ground. The first meeting was held in August, 1835, and a half-acre of venerable grove at the southeast of Sunset Lake was procured for the purpose. There were a rough shed for the preachers' stand, a few plank seats, and nine tents, with straw, blankets, and extemporized chairs and tables for furniture. It was held from Monday to Saturday, and there were about a thousand people present. Every year after that the number of attendants, and the facilities, increased, except the year 1845, when the meetings were held at Westport. The tents were situated in a circle around the grove, and the meetings were held under the trees. In 1858 there were 320 tents and 12,000 attendants. About 1859 a few residences were erected, and on account of the mildness and evenness of the temperature many families began to make it a home during the summer. In 1860 a new organization was effected, with a committee of laymen, and the name, "Martha's Vineyard Camp-Meeting Association" was assumed, and the company was incorporated in 1868. In 1863 hundreds came



TRINITY METHODIST CHURCH, CAMP-GROUND.

weeks in advance, the grounds were lighted by street lamps, post-office arrangements were perfected, and despite the war, 10,000 persons were present on Sunday. At the first meeting there were sixty-five conversions, with an attendance of 1,000 persons; in 1851 there were 5,000 present and thirty-four conversions; in 1861 and 1862, out of 10,000 persons present there were thirty conversions. It is thus evident that the social element was gaining ground, and in 1869 the "old camp-meeting ground had become a genuine watering-place," rustication, fishing, bathing, and sailing barely yielding in the attention of the people to the services connected with the meeting. The old oaks at the grove having become by this time so dismantled with age as to afford but an insufficient protection, an awning was drawn over the seats in the circle. In 1877 the Methodist chapel was built on the grounds of the association, a beautiful structure, which accommodates the worshipers when the camp-meeting is not in session, and is the local church. In 1879 the old awning was replaced by the present magnificent iron Tabernacle. This structure, aside from the recess occupied by the pulpit and platform, is 140 feet square. It has a seating capacity of 4,000. Around the Tabernacle still stands a portion of the old grove of oaks, but there are walks, avenues, parks, and grassy lawns in the circle and among the trees. The lots on the camp-ground are leased to the occupants, and the proceeds go for the expenses and improvements. Twenty-five acres are now owned by the association.

The year 1867 marks the beginning of an entirely new movement at the Vineyard. In that year the Oak Bluffs Land & Wharf Company was formed, whose definite object was the development of the neighborhood of the Camp-ground as a watering place and a summer resort. The company bought of Captain S. L. Norton seventy-five acres, since increased to 120, lying between the Camp-ground and the sound. Ten thousand dollars were immediately expended in building a wharf and in laying out lots, avenues, and walks. Cottages began to spring up as if by magic. In 1870 the Sea View House was completed and eighty feet added to the wharf, giving it a length of 320 feet. The company expended \$20,000 in concreting the streets, put out flower-beds in front of cottages, and for ten years policed the grounds at their own expense. They paved Circuit Avenue from Oak Bluffs Wharf to the Arcade, built 200 bathing-houses, laid a plank walk 2,800 feet along the bluff costing another \$10,000, which they maintained until 1880.

The Oak Bluffs movement was in charge of men of character, enterprise, and energy, and the new city grew apace. It rapidly became a summer home for people of moderate means, for here were to be found the comfort and most of the advantages, if not the luxury and extravagance, of the more pretentious watering-places. Hosts of people began to come, not only to attend the camp-meeting, but to spend the entire season, while year by year more and more came for the other attractions, with no reference to the meetings at all.

Vineyard Highlands is the northern portion of the place from Lake Anthony to East Chop, and is the highest land in the vicinity. The Vineyard Grove Company, incorporated in 1870, purchased this tract, about two hundred acres, commanding the best views possible of Oak Bluffs, Vineyard Haven and

harbor, the Elizabeth Isles, Wood's Holl, Falmouth Heights, and a full and unobstructed view of Vineyard Sound, which, with the possible exception of the English Channel, is the greatest thoroughfare for vessels in the world. In laying out this tract the company reserved a large grove for preaching and other religious services, when they should be called for. It was at one time thought that possibly the Methodist Camp-meeting might be removed to the Highlands.



BEACH AND LOVER'S ROCK, OAK BLUFFS, IN THE PAST.

This project, however, was wisely relinquished. In 1869, lots were sold to the value of \$12,000, a wharf was commenced, and a road and bridge projected across Meadow Pond to Wesleyan Grove and Oak Bluffs. These being completed, that portion north of the bridge was called Lake Anthony, the other part retaining the old name. Soon the large hotel known as the Highland House was built in close connection with the new wharf, answering to the Sea View House at the Oak Bluffs Wharf. Bathing-houses were soon added, a plank walk was constructed along the beach, and a line of horse-cars established, running from the Highlands Wharf to the Camp-grounds.

In 1875 the Vineyard Grove Company sold their interest in the property constituting the Highlands to a new Company, the Baptist Vineyard Association. The design of the Baptists was, among other things, to establish a camp-meeting particularly their own. This association was legally incorporated in January, 1876. Their first religious meetings had been held in 1875. In the midst of the grove, two or three minutes' walk from the wharf, is the large, circular Baptist Tabernacle, dedicated in 1878, and surrounding it are a large number of tasteful cottages. Fine and attractive cottages, however, are scattered all over the grounds, not only in the grove, but along the bluffs, and in the immediate vicinity of the East Chop Light.

The mass-meetings of the Baptists are held usually during the week preceding those of the Methodists. Beside the Tabernacle at the Highlands, they have also a beautiful Baptist Chapel at Oak Bluffs.



THE SEA VIEW HOUSE—MR. LOUIS FRENKEL, PROPRIETOR.

In approaching Cottage City, Martha's Vineyard, the most conspicuous object from the deck of the steamer as it swings in toward the landing, is the Sea View House, a beautiful and tasteful structure seated directly on the bluff at the head of the wharf. The building runs parallel with the shore, thereby affording a splendid sea outlook from every window and from the spacious verandas and balconies. Vineyard Sound with its ever changing panorama of passing vessels is in full view for many miles of its extent, while beyond to the northward, the shores of Cape Cod are seen, and to the southward are Cape Poge and the shores of Edgartown.

The wide and cool piazzas already mentioned on the seaward side, extend all around the house on every side, forming a very pleasant and agreeable promenade, and affording a vantage ground for fine views of the beautiful Cottage City as well as of the sea and the beach.

The hotel is finely appointed with all requisite conveniences—gas, running water, speaking tubes—all through the house. The drainage and sanitary arrangements are perfect.

The principal bathing beach is just south of the hotel, at the foot of the bluffs, and on the shore are several hundred bathing houses which afford all necessary convenience for the multitudes that daily come here to sport in the waters. Every day, during this season, at eleven o'clock, the popular and fashionable hour of bathing, the Fitchburg band gives a concert. In front of the beach is a tall tower of observation from which spectators can view the animated scene below, or they can go down in front of the bathing houses, and while reclining at their ease on the yielding sands, and shielded from the sun by the shadow of the houses enjoy the varied life going on before them.

The Sea View is now under the management of Mr. Louis Frenkel, who has been connected with the hotel for the last ten seasons. The rates are \$2.50 to \$4.00 per day, or \$12.00 to \$24.00 per week.

In 1871, the Island House, on Circuit avenue, was first opened to the public, and was known as the "big Island House," being, although it had but fourteen rooms, one of the largest buildings on the island. It was bought by the present proprietor, Mr. Hiram Hayden, in 1872, and from that date has continually increased both in size and prosperity, until it now has nearly eighty rooms, with comfortable accommodations for 150 to 200 guests, and has become one of the most popular hotels at the Vineyard.



ISLAND HOUSE — HIRAM HAYDEN, PROPRIETOR.

The house is kept open all the year round for the accommodation of commercial and other travelers, and with its first-class livery stable, and elegantly equipped billiard and pool parlors attached, offers unsurpassed inducements to the traveling public. The post-office and principal stores are but a step from its doors, and the bathing beach, boat landing, and railroad station, are but a few hundred feet away. The rooms are light and airy, and the table supplied with plenty of the best, making a combination of advantages seldom offered to the tourist.

People visiting Cottage City should not fail to visit the Vineyard Grove House, on Siloam Avenue, kept by Captain Joseph Dias, which is one of the distinctive features of the place, uniting as it does the ancient and modern history of the Vineyard. The proprietor, Captain Dias, is one of the oldest residents, and has witnessed the growth of the place into a summer resort from its former condition as a resort of whalers and fishermen, and he can relate many stories of former days. The Vineyard Grove House is a well-kept hotel, five minutes' walk from the landing, and directly on the line of the horse-cars which connect with every boat. It is only two minutes' from the post-office and principal stores. The table is supplied with the best in the market, the vegetables being raised on the premises and picked fresh every day. The Tabernacle is only a few steps from the doors, and the house is conducted on strictly temperance principles. People wishing to escape the noise and turmoil of the cities will find the Vineyard Grove House the quietest place in the city, and with its excellent accommodations and moderate prices, all that could be desired as a summer residence, although the house is kept open all the year. Connected with the house is a first-class grocery and provision store where may always be found a full line of good things for the table.

In 1870 when Cottage City was known as Vineyard Grove and Oak Bluffs, Mr. D. W. Russell built a cottage of six rooms, with a dining-room with seating capacity for six people, and commenced to let a few rooms during the season, his guests getting their meals elsewhere. In 1881 after much pressure on the part of his friends, Mr. Russell decided to move the little cottage back on the rear of the large lot, and build another with sixteen rooms and seating capacity for twenty-two people in the dining room. This venture proved such a success that the little house was soon outgrown, and the Ballou Cottage in the rear and containing 11 rooms was bought and added to the others, giving what was supposed to be ample room. The next season demonstrated its insufficiency and in 1887 Vine Cottage, on Circuit Avenue, adjoining Oakwood Cottage, and containing twenty-five rooms was purchased, and a connection made between the two cottages, and the whole joined in front by an ample piazza extending the whole length, and this consolidated house was thrown open to the public for the first time April 1st, 1888. under the name of "The Oakwood." The exterior of the house is embellished with balconies and piazzas, and is painted in straw color, with white trimmings which has a peculiarly cool effect. The house contains 50 rooms with a dining-room capacity of 125, and the table is provided with the best of everything in its season, and it is the intention of Mr. and Mrs. Russell that it shall be surpassed by none on the island.

The Monohansett Cottage is beautifully situated at 150 Circuit Avenue, Cottage City, in the immediate vicinity of the large hotels, and yet away from the crowd. It is one of the largest and most handsomely furnished cottages on the island that are open for the entertainment of guests. The table is supplied with the best the market affords, the rooms, of which there are fifteen, are elegantly furnished and lighted by gas. There is a fine piano in the parlor. The house is only a short walk from the bathing beach. Mrs. J. T. Smith, the proprietress, gives her personal attention to the management, and will furnish table board to a limited number of guests who may have secured rooms in other cottages.

VINEYARD HAVEN.

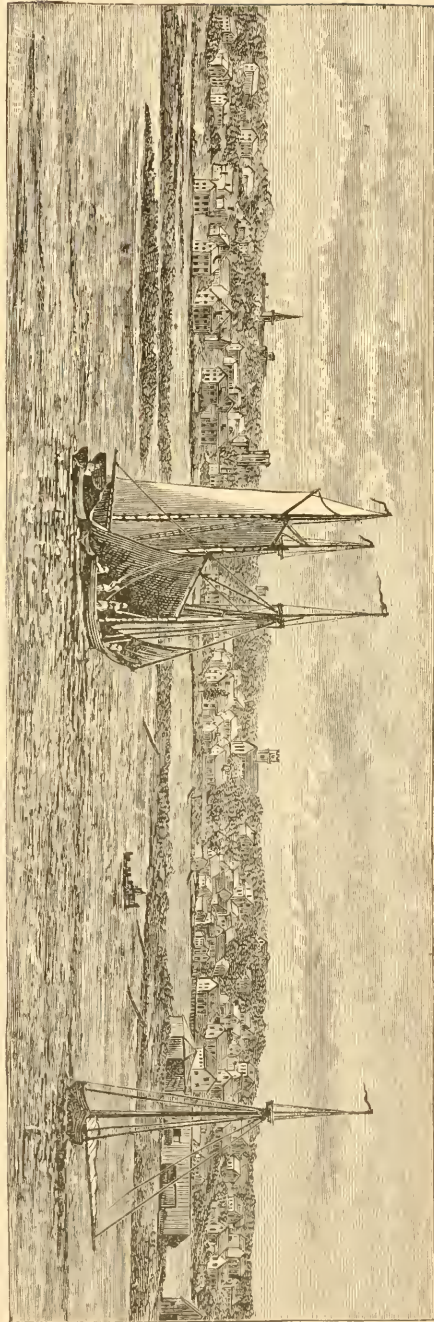
On the west shores of Vineyard Haven Harbor, and at its head, is the pleasant village of Vineyard Haven, seated on a hillside rising quite abruptly from the shore. It is only three miles from Oak Bluffs, and a concreted avenue leads the whole distance, first running over the crest of the peninsula, then along the shore and over a bridge at the head of the harbor. The drive around the Vineyard Highlands also connects with this road at Eastville. The road then leads across low flats which divide the harbor from an extensive stretch of water southward, known as the Lagoon, which is bordered by bold bluffs and forest-crowned heights, on which are situated hotels and cottages. A narrow passage spanned by a veritable draw-bridge connects the Lagoon with the harbor.

Vineyard Haven is the chief place in the town of Tisbury, but is of no commercial importance except as a place where the vessels that anchor in the har-

bor obtain supplies. Its permanent population is composed of sea-faring people and fishermen; and there is one important industry, a harness factory, employing eighty hands. It contains some excellent institutions: a United States marine hospital on the shores of the Lagoon, the sailors' free reading-room on Union Bluff, with a well-stocked free library and a good museum, free to all, and besides, a literary association. The village has a Baptist, a Methodist, and an Episcopal Church. One of its land-marks is an old mill near the water's edge. As a summer home the place is yearly becoming more popular, and its general attractiveness and rural appearance, together with the facilities for bathing and fishing in the vicinity, bid fair to make it more and more attractive, as its advantages are discovered.

Vineyard Haven Harbor is the chief haven of refuge for vessels on the North Atlantic Coast, and is constantly used by the multitude of crafts plying through Vineyard Sound. As many as 160 sail have come in here in a single night, and more than 250 have been counted in the harbor at one time. The number of vessels that shelter here in a year has been estimated by Mr. Edward Lord, reporter for the Associated Press, at 30,000. The haven has, however, one serious defect. It is wide open to the northeast, and consequently fully exposed to storms from that direction, which are among the worst on the New England coast. In 1878, during such a storm, twenty-eight vessels were driven ashore at the head of the harbor. The headlands at the

VINEYARD HAVEN, AS IT APPEARED AFTER THE GREAT FIRE.



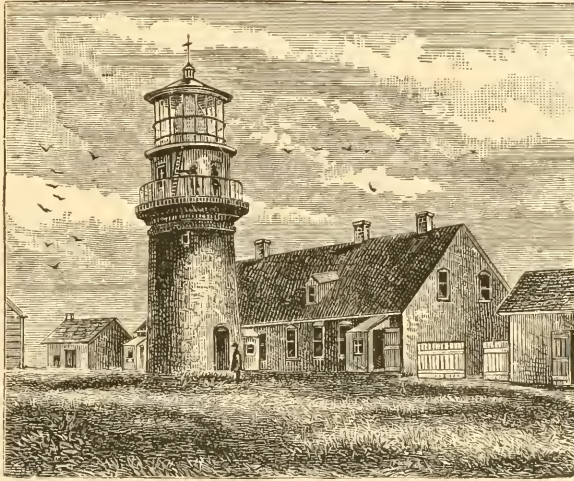
mouth of the harbor, known respectively as the East and West Chops, are wearing away by the action of the waves in easterly storms, and the *débris* carried by the currents into the harbor forms shoals and has consequently lessened the anchorage area. At the north the harbor is six fathoms deep, and outside the water gradually deepens to twelve fathoms. Inside deep water continues well up to the head of the harbor, where the depth is three and a half fathoms, but a large portion of the width is shoals not available for anchorage purposes. The area within the fifteen foot curves is 949 acres, of which 657 acres are deep water.

Nearly the entire amount of commerce engaged in the coasting trade between New York, Philadelphia, Baltimore and the West Indies on the south, and the coast of New England north of Cape Cod, as well as the Atlantic ports of the British Provinces, passes through Vineyard and Nantucket sounds. While the distance is shorter by this route than by the outside route, it is intricate and dangerous, especially in stormy weather, by reason of strong tides and numerous shoals. It is these dangers that make Vineyard Haven Harbor, in spite of its limited area of deep water and exposure to the northeast storms, the most frequented and important on the entire Atlantic Coast.

The United States Engineers, after a thorough examination of the harbor, and considering its importance in the light of the facts just stated, have recommended the dredging of the entire basin to a depth of fifteen feet, and the building of a breakwater from a point nearly opposite West Chop to a point northeasterly from East Chop, with jetties from either chop, and openings between ends of breakwater and jetties 1,000 feet wide, to allow the free passage of vessels in either direction. The jetties are designed to prevent the wearing away of the Chops. The plan proposes that the jetties and the breakwater be constructed of rip-rap granite. The estimated cost of these improvements is about four million dollars. The effect would be that the harbor would be protected from the northeast storms, its anchorage area would be almost doubled, and the filling up of the upper harbor would be arrested. In the last river and harbor bill \$80,000 was appropriated to begin the work.

The West Chop Land and Water Company completed a new system of water works, December, 1887, obtaining the water supply from Tashmoo Spring, about a mile and a quarter from the centre of the village, and near the head of Chappaquonset Pond. In honor of the event a public celebration was held on December 15, beginning with an exhibition of the power of the water from two hydrants. In the evening a musical and literary entertainment was held in Association Hall, and a number of speeches were made by distinguished gentlemen, among whom were Lieutenant-Governor Brackett of Massachusetts. During the evening Mr. O. G. Stanley, who was the originator of the plan for the water works, was presented by the chairman with a handsome "Howard" gold watch and chain, the gift of many of the citizens. The stockholders of the water company are Boston capitalists, and the most prominent are: William Minot, Jr., Francis Peabody, Jr., Stephen M. Weld, Alexander S. Potter, and F. D. Beaumont. The same capitalists have also purchased a square mile of territory north of the village, around the West Chop Lighthouse, and are

laying out roads, have built a wharf into the sound to the west of the Chop, and have erected a hotel and four cottages which are already let, and private lot owners are preparing to build summer cottages. A steamer has been chartered to run between their wharf and Woods' Holl to connect with all trains on the Old Colony Railroad.



GAY HEAD LIGHT.



THE OLDEST HOUSE IN EDGARTOWN.

EDGARTOWN AND KATAMA.

On a level plain along shore, and fronting on a deep land-locked harbor of great area, is the ancient village of Edgartown. It consists of two streets running parallel with the harbor, and the whole place has an old-fashioned appearance. Many of the dwellings are mansions of imposing size, but in the outskirts the streets are narrow and grass-grown, lined with trees and bordered with low-studded dwellings. Here are the court house, county offices (Edgartown being the shire town of Duke's County), also the custom house, a bank, a Congregational, a Methodist, and a Baptist Church, all large, wooden edifices. The Town Hall is an antiquated-looking structure like a superannuated church. Edgartown is on the easterly end of the island, six miles south from Cottage City, from where it is reached either by the railroad or by the beach drive. The railroad also connects with Katama and the south shore, three miles further. The harbor has a pleasing variety of outline, and is connected with



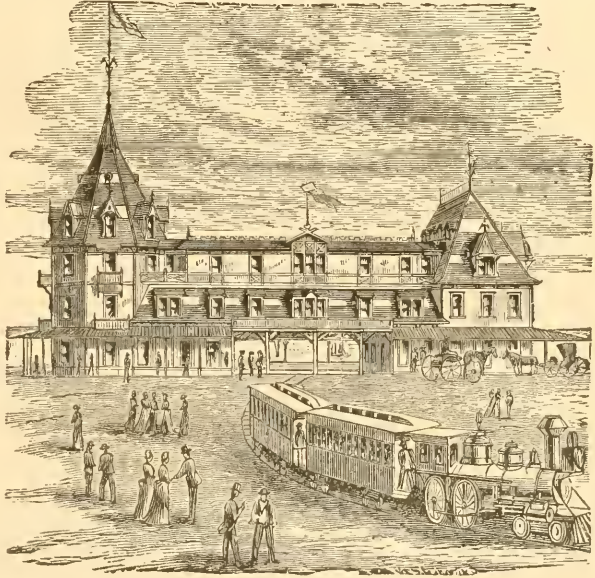
A GLIMPSE OF EDGARTOWN.

Katama Bay, one of the most beautiful bodies of water on the shores of the Vineyard. Comparatively few summer visitors go to Edgartown, although if one wants to go fishing a better place could not be found, and the attractions of the quiet town added to those at Katama and the south beach will amply repay a long or a short sojourn. Edgartown is the largest place on the Vineyard, containing more permanent residents than any other community on the island. Eastward from Edgartown is Chappaquiddick Island, separated from the main island by Edgartown Harbor and Katama Bay. The channel between these two bodies of water was filled up by a gale in 1872; the United States government subsequently opened it, but the tides and the storms continually brought back the sand; a year or two ago, however, a severe storm re-opened the channel in such a manner that it bids fair to remain an open passage. Chappaquiddick Island belongs to Edgartown, and has as points of interest Union Meeting-house, two Humane houses, Sampson's Hill and Wasque Bluff. The northeastern extremity of Chappaquiddick is Cape Poge on the extremity of which is a lighthouse. It lies low on the horizon southeasterly from Oak Bluffs, and by strangers is usually taken for Nantucket. Between the main

portion of the Island and Cape Poge is Cape Poge Pond, which, on its east and west sides, is separated from the waters of the ocean only by low, narrow and sandy ridges of sand.

Edgartown was formerly a great whaling port, the rival of New Bedford and Nantucket in the palmy days of that industry, but although many of her inhabitants made their wealth or acquired the means they are possessed of by following the sea, the place has now no commerce, except some six or seven vessels engaged in whaling and perhaps a like number of coasting craft.

Taking the cars of the Martha's Vineyard Railroad at the steamboat landing at Cottage City, passing through Edgartown, running along the shore for eight miles, we are soon carried to Katama, which is at the extreme ocean side of the Island of Martha's Vineyard, and is most beautifully situated. The hotel, the Mattakeset, is a very handsome structure of the modern style of architecture, turretted at one end, erected right upon the bluff-like shore with every window commanding grand ocean views.



THE MATTAKESSET.—W. D. CARPENTER.

The cottages are well and most substantially built, with green lawns, and like the hotel afford a fine water outlook. Just opposite the hotel there is another long, narrow island, with green fields and high bluff shores, which extends for a long distance almost parallel with the Vineyard, constituting a great natural break water, inclosing a fine harbor called Katama Bay, and rendering it a perfectly safe water for sailing and bathing. The fishing, too, is excellent. Owing to its advantageous situation at the far seaward angle of Martha's Vineyard, the prevailing summer winds must inevitably immediately strike it fresh from the billows, so Katama justly enjoys the reputation of possessing not only the coolest, but one of the most even summer climates. During the summer of 1888, at Katama, the very highest temperature during the entire summer was only 80 degrees, and but once did it attain that. During ten years the summer temperature has not exceeded 80 degrees. It is most wonderfully even too. The mean daily range for the seasons of '86, '87, and '88 was only $4\frac{1}{2}$ degrees. Fogs are rare. There are never any mosquitoes nor flies. The grounds are extensive, reaching from the bay on one side to the other, and there are ample facilities for all out-of-door life. The Mattakeset is the only first-class hotel at the ocean side of Martha's Vineyard. It is conducted by Mr. W. D. Carpenter.

GAY HEAD.

One of the localities on Martha's Vineyard worth all the trouble of a journey thither is Gay Head. It is a lofty cliff on the western extremity of the island, about one hundred and fifty feet in height, and is composed of folded strata of white, red, yellow, blue, black, and green clays. The face of the cliff is precipitous and burrowed with deep gullies, while at its base is a rocky shore, and hedges of rocks run out into the ocean underneath the waves from its foot. On the highest point of the cliff is the Gay Head Lighthouse, fifty feet in height, with the finest light on the coast—a Fresnel lens, composed of 1,003 prisms, or pieces of purest glass, so arranged as to concentrate the rays at a vast distance, and in a clear atmosphere to show a brighter light at twenty miles than at a less distance. The inhabitants of the region about this headland are of Indian descent. A small wharf now affords a landing for steamers, and visitors are allowed to examine the light and house. The opportunity to wander over the cliffs and inspect the variegated color of the clays is an occupation of which visitors never tire.

THE STRANGER'S GUIDE — MARTHA'S VINEYARD.

POINTS OF INTEREST.

Lake Anthony, between Oak Bluffs and Vineyard Grove.
Sunset Lake, formerly Meadow Pond, west of Lake Anthony.
Arcade, Circuit Avenue.
Post Office, in Arcade.
Little Wanderers' Home, Kedron Avenue, Vineyard Highlands.
Bathing Observatory, Sea View Avenue.
Bathing House, foot of Bluff, Sea View Avenue.
Martha's Vineyard Summer Institute, near Highland Wharf.
Town Hall, Lake Avenue, opposite Lake Anthony, Oak Bluffs.
Steam Fire Engine and Fire Apparatus, Town Hall, Lake Avenue.
Herald Building, Circuit Avenue, nearly opposite Arcade.
Campmeeting Association Building, corner Trinity Square and Park, opposite Tabernacle.
School House, School Street.
Summer Toboggan Slide, near Skating Rink.
Skating Rink, at Oak Bluffs Wharf.
Horse Railroad, from Highland Wharf to Camp Ground.
Norris Wharf, Eastville.
New York Wharf, Eastville.
Oak Bluffs Wharf, Oak Bluffs.
Highland Wharf, Vineyard Highlands.

PLACES OF WORSHIP.

Methodist Tabernacle, centre Camp Ground.
Trinity Methodist Church, Broadway, on Camp Ground.
Grace Chapel, north of the Methodist Church Camp Ground.
Union Chapel, Narragansett Avenue, near Circuit.
Baptist Church, Pequot Avenue.
Trinity Episcopal Church, opposite Sea View House.
Catholic Church, Circuit Avenue, on outskirts, beyond thickly settled portions.
Baptist Temple, on Vineyard Highlands.

HOTELS.

Sea View House, on bluff at Oak Bluffs Wharf.
Pawnee House, left side Circuit Avenue.
Metropolitan Hotel, left side Circuit Avenue.
Hotel Naumkeag, Narragansett Avenue.
Highland House, head Highland Wharf.
Wesley House, Lake Avenue and Commonwealth Square.
Central House, over Arcade, Circuit Avenue.
Island House, Circuit Avenue.
Prospect House, Lagoon Heights.
The Oakwood, Circuit Avenue.
Cottage City House, Circuit Avenue.
Manchester Cottage, Siloam Avenue.
Vineyard Grove House, Siloam Avenue.
Ocean View House, Vineyard Highlands.

BRIEF DIRECTORY TO LOCALITIES ON THE ISLAND.

Cottage City, including Oak Bluffs, the Camp Ground, Vineyard Highlands, East Chop, Eastville, Lagoon Heights.

Vineyard Haven, chief village in town of Tisbury, situated on west side Vineyard Haven Harbor.

Edgartown, on Edgartown Harbor, six miles south from Cottage City.

Katama, two miles south of Edgartown, on the south shore.

Cape Poge, easterly from Edgartown.

Chappaquiddick Island, the country eastward beyond Edgartown.

The township of Tisbury stretches directly across the island, and embraces four villages, many coves and inlets, and a series of great ponds on the south shore. The village of West Tisbury is a little to the west of the centre of the island, and has an academy and two churches.

Chilmark lies next west of Tisbury. Here are found extensive beds of valuable clay, which is utilized for making brick, oil cloths, etc. Cliffs are found on the shore 150 feet high. In the north part of the town is a pond of very great depth and seventy feet above the sea.

Gay Head is at the western extremity of the island. The inhabitants are of Indian descent.

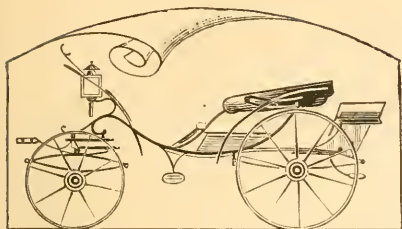
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PART SIXTH.

Nantucket.

A SEA-GIRT ISLE—ITS PROBABLE GEOLOGICAL HISTORY—DIMENSIONS AND PHYSICAL CHARACTERISTICS—THE HARBOR—THE ABSENCE OF TREES—THE FLORA—PICTURESQUE BLEAKNESS—MILD TEMPERATURE—NAMES AND DISTRICTS—THE APPROACH TO THE ISLAND BY STEAMER—THE APPEARANCE OF THE TOWN AND ITS PECULIARITIES—THE RAILROAD—SURFSIDE—SIASCONSET—SANKATY HEAD AND LIGHT—WAUWINET—THE COFFIN SCHOOL—PUBLIC SCHOOLS—THE ATHENÆUM—NEWSPAPERS—OLD HOUSES—PUBLIC BUILDINGS—CHURCHES—BRANT POINT AND THE LAND CONTROVERSY—THE WHARVES—FIRE DISTRICTS—THE JAIL—TOWN CRIERS—HISTORICAL NOTES—THE WHALE FISHERY—SHEEP RAISING—STRANGERS' GUIDE.

THIRTY miles south from the outer shores of Cape Cod, and about fifteen miles distant in a southeasterly direction from Martha's Vineyard lies the wave-worn island of Nantucket, a veritable sand heap amid the waste of waters. In no part of the island does the land rise to 100 feet, the ocean is continually gnawing at its sandy shores; and subjected to the influence of the conflicting ocean currents, the sand from its beaches is in some places being carried out into the sea, there forming shoals and bars, while in other places the substance of the submerged land is returned again to the shores of the island, which is there advancing into the ocean. All around the island, but particularly on the south, are extensive shoals, and they extend also in the direction of Martha's Vineyard, making probable the opinion that in the geological ages these islands and the adjacent sea bottoms formed either a large island or a portion of the continent. An old tradition of the Nantucket



"YE OLDE MILLE," NANTUCKET.

Indians was to the effect that their island extended southward twenty miles further than its present limits, and about the extent of the outermost shoals. At present the southeast corner of the island is steadily growing out into the ocean, caused by the accumulation of sand there, forced landward from the shoals, by the meeting of the tides from opposite sides of the island, which as they vary in their rise and fall from one to two hours, rush together here with much force. The expanse of water between Nantucket, Cape Cod, and Martha's Vineyard, is known as Nantucket Sound, and forms the vestibule to the comparatively narrow Vineyard Sound.

There is a remarkable similarity in shape between Cape Cod (almost an island) Martha's Vineyard, and Nantucket, in that each terminates on the east in an arm, with distinctly marked elbow and long finger, those of Cape Cod at Chatham and Provincetown, those at Martha's Vineyard at Chappaquiddick Island and Cape Poge, and those of Nantucket at Siasconset and Great Point.

The island of Nantucket is about fifteen miles in length from the "cut-off" at Smith's Point to Siasconset Cliffs, and varies in width from six and a half miles at Siasconset, the widest place, to a stone's throw at either "Point" the width being the same in scarcely any two places. A walk of seventy-five miles, provided you could finish by a single stride across the mouth of the harbor, would give you the entire circuit of the island. The highest point is Macy's Hill, in the middle eastern part, ninety-one feet above the sea level.

Like Martha's Vineyard, Nantucket has on the south a succession of ponds. These increase in size till you come to Long Pond, near Maddequet Harbor, at the west end, which is three miles long, and reaches nearly across the island at that point. These ponds abound in fish, and, in many cases, have a valuable stratum of peat underneath.

The line of the shore is remarkably unbroken on the outside from Great Point clear round on the east and south sides to Smith's Point, also on the inner side from Great Point to Eel Point, near Tuckernuck, with the exception of the opening of the harbor. It is also sandy and free from rocks, with the exception of a small reef in Muskeget Channel, and a few scattered ones on the south side of the island and Tuckernuck.

The harbor on the north side of the island is seven miles long, averaging one and a quarter in width, and has an area of about one hundred acres of good anchorage, where the depth is from nine to eighteen feet at mean low water. It extends along the inner edge of the island on the northeast, being separated from the outer waters by a long, narrow, sandy peninsula, called Coatue. The entrance to this long bay is about half a mile wide and lies between Brant Point on the west, a low sandy projection, and the extremity of Coatue peninsula on the east. The town sits on the bluffs southward along shore from Brant Point, and faces directly up the harbor, the anchorage ground being that portion of the entire basin directly in front of the town. At the further extremity, at what is called the Head of the Harbor, a narrow sand bar is the only separation between it and the ocean, and is called the "Haul-over," from the fact that fishermen can bring their boats over, instead of sailing around



THE LANDING PLACE, NANTUCKET.

Great Point. The upper part of the harbor is used only for boats and shallow keels. To reach the harbor from the outer waters it is necessary to pass over the celebrated bar, where there is less than seven feet of water at low tide. Two jetties are now in process of construction by the national government, one from Coatue Peninsula, and one from the shore half a mile outside of Brant Point, which, when completed, it is believed, will so direct the currents as to keep a clear channel fifteen feet deep at low water.

At present the island is almost destitute of trees. There is scarcely any doubt, however, that at the time of the first settlement forests existed in various sections, if they did not entirely cover its surface, and the probability is that the wood was gradually cut down and used for building or for fuel until none was left. Attempts at arboriculture within recent years have not resulted successfully, either from the fact that the varieties chosen (pines chiefly) have not been adapted to the soil and climate, or else the island is too exposed to the elements, too much swept by the winds, for the trees to obtain a foothold. As a consequence, large portions of its surface are bleak, moor-like wastes, and in the widest part, north from 'Sconset to the shores of the Head of the Harbor, where the highest land on the island is situated, the surface is formed of low rounded hills, rolling irregularly, and the scene is one of gray desolation. Traveling across this region, when one is at the bottom of some of the deepest valleys, or pockets, as they are in fact, nothing is in sight but the rounded, treeless eminences, and if the day is dull the feeling of eerie lonesomeness is similar to what you might experience on the bleakest of the Scottish moors. But notwithstanding this appearance of bleakness, the soil of the island is prolific, and botanists report that an unusual variety of plants are found here, and a great deal of the land is well adapted to the growth of garden vegetables and small fruits. Indian corn grows luxuriantly, rye, oats and barley do well, and grasses grow as well as on sandy loams elsewhere. A recent writer says:

"Nantucket's beauty is not that of the rugged grandeur of lofty mountains, or the winding panorama of broad streams and sparkling brooks. Hers is rather the beauty of loneliness—a gray spot in a grayer sea. The sea itself is a mighty charm. There is something broadening to the mind to gaze upon its

tranquil surface, ever widening to the horizon. Anon it rises in maddened might, and dashes impetuously upon the shore, each foaming charger trying to outdo his neighbor in their grand rush for the beach, while all the air is filled with the roaring of their anger.

"The island is peculiarly of more even temperature than the neighboring shores of Cape Cod only thirty miles away. Often and often snow on the main land is rain on Nantucket. This mildness of temperature may in part be accounted for by the fact that the Gulf Stream flows nearer to Nantucket in March than at any other point on the coast north of Hatteras. This fact—the evenness of temperature—is making the island more favorably known as a desirable place of residence, not only in summer, but all the year round. Numbers of people have come to make their permanent home here on this account. In the summer days people come from all quarters of the land for a breath of cool, invigorating air which always sweeps across Nantucket's plains, and thousands are thus reinvigorated for new labors."

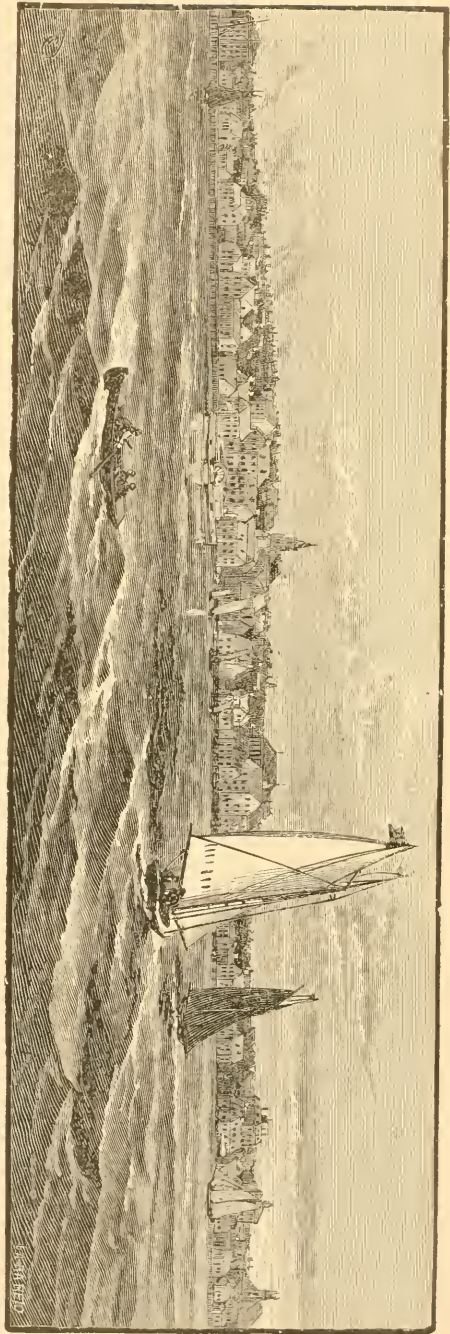
Nantucket is the name of a county, a township, an island, and a town. As a county and a township it is the same, embracing the main island, Tuckernuck, Muskeget, the two Gravelly Islands, and, when cut off by the sea, Smith's Point Island. On the island is the town itself, the village of Siasconset, the summer resorts of Surfside and Wauwinet, and many separately named localities or districts, as Coatue, Squam, Quaise, Polpis, North Pasture, Middle Pasture, and South Pasture, the Plains, Maddequet, and Great Neck.

The only way of getting to the island is by the line of steamers from Wood's Holl or New Bedford, *via* Martha's Vineyard. A run of about two hours from Oak Bluffs will take you across Nantucket Sound. The low land of Muskeget, Tuckernuck, and the western end of Nantucket first comes into view to the southward. Two or three miles from the mouth of the harbor the bar is crossed, and if the tide is out or a fog is on the water the steamer has to proceed very carefully, and will be fortunate if she gets over without scraping bottom. If the day is clear, as the weather usually is in the summer, from the steamer approaching the land the most conspicuous feature is the high bluffs to the right along shore, on which are perched numbers of fine summer residences. Soon the steamer passes on the right the end of the jetty, a line of huge stones piled upon each other in a confused jumble, and which on that account offer better resistance to the waves than if they were built up in regular courses of masonry. Directly in front is the mouth of the harbor. On the right is Brant Point, a low, sandy promontory, with a lighthouse, a large hotel, and several cottages on its extremity. The hotel is the Nantucket, one of the largest on the island, and it, as well as the cottages, look, metaphorically speaking, as if they had their feet in the water, or would have at the next high-tide. Opposite, across the entrance from Brant Point, we notice another jetty built out from the shore, similar in construction to the one close to which the steamer passed, but not so lengthy. Passing between the point, the town of Nantucket lies in full view before us, presenting the appearance of a considerable place, nay, looking like a small city. It rises up clearly defined from the water's edge, seemingly on a hillside, but in reality on bluffs, faced by lowlands on the water front, which fact gives it

a terraced-like appearance. For more than a mile the town extends along the shores of the harbor. On the heights a number of large churches, several with fine spires, and other large buildings, hotels, and schools, tower above and through the trees. The two most conspicuous objects are the towers of the North and South churches, from either of which extensive views of the town and vicinity can be obtained. Jutting out into the harbor are a number of wharves, at which are moored many sail-boats, small yachts, some coasting vessels, and several small steamers. At the nearest one our steamer comes alongside, and very soon we set foot on the island of Nantucket.

The fact of its isolation so far out in the sea, and the comparatively bleak appearance of the island, leads the stranger to expect nothing more than an ordinary fishing village, but as he walks up the street he finds instead, a city in appearance, of rather an old-fashioned character, it is true, but with paved streets, well shaded with fine trees, lined with substantial business buildings and residences, lighted with gas and supplied with pure water led in from a beautiful little pond two miles back in the country. The town is, as nearly as possible, the centre of the island. The chief streets are paved with cobble stones, and the side-walks with concrete or large flags. Many of the houses have a spacious and aristocratic air, evidently having been planned by sea-captains who desired to compensate themselves for their confined quarters on ship-board by a proportionate extension of their domain on land. The Grecian temple is the favorite style of architecture for the larger houses. A little off from the principal streets, and especially in the

THE TOWN OF NANTUCKET.



older parts of the town, the houses are chiefly unpainted, and are shingled all over. Many of them have look-outs or "walks" on their roofs, from which the occupants can overlook the town, the island, and the waters. Some are adorned with vanes, a whale, or some kind of fish, being the favorite emblem. Fine trees abound on the streets, and these, with fruitful grape-vines, make attractive the gardens and grounds.

From the steamboat landing the traveler proceeds up a long wharf, and emerges on Broad Street, which well merits its name: a short square-like space, lined with fine trees, and bordered with large mansion houses. At the head of the street on the left is seen a large brick building, the Ocean House, one of the chief hotels. Half way up Broad let us turn into Federal Street, leading out to the right, midway along which, on our left, we pass the Athenæum, a church-like edifice, and one of the chief institutions of Nantucket. A few steps further bring us out on the "Square," the lower part of Main Street. It is a wide space, about an eighth of a mile in length, is lined on both sides with stores—the life and business of the town centres here; at the foot is the Custom House, midway is the Post-Office, the banks, and the newspapers look out upon it, and last but not least, it is the scene of the auctions and the stamping ground of the town criers. The buildings bordering this space are, many of them, substantial in character. At the head of the square is the Pacific Bank building, while the Custom House, with the United States Signal Service apparatus on its roof, is conspicuous at its foot. The Square is well paved, is lined with trees, all the principal streets in the town run out of it, and it leads up a gentle incline from the Custom House.

Main Street continues westward out of the Square, and at a distance of less than a quarter of a mile Monument Square is reached, the junction of Main, Gardner, and Milk streets, in the centre of which is the Soldiers' Monument. From the Square up to the monument, the street is lined with mansion houses of imposing size and substantial appearance, and some very large trees shade the street, larger by far than one would expect from the general treeless character of the island. Midway up, on Winter Street, running from Main on the right, is the Coffin School, a substantial brick building.

One of the chief attractions of the old town is the South Church Tower, not so much for itself as for the view to be obtained from it. Here spread out before you are charming and magnificent views of sea, harbor, and shore, the old houses of the town, the broad substantial mansions of fifty years ago, with the lighter and more fanciful ones of modern construction. The numerous fishing and pleasure boats and yawls that gather about the wharves, buildings now unused that were connected with the industries of the whale fishery, the railroad winding across the meadows, the steamers coming from or going to the Vineyard, the daily line of pleasure boats skimming the harbor to Wauwinet—all this moving panorama, especially if the day is clear, will repay you a hundred times for your visit and the climb up the stairs. This tower was constructed in 1795, and the bell hung in 1800. If you wish to know the history of the bell you will find it in good print in a frame on the stairway, and any of the town criers, who may be found in their rooms in this tower, will gladly

inform you in regard to any mooted point. The tower is usually open and is free to the public, although a small gratuity to the care-taker is usually customary. All the principal buildings can be easily discerned from this outlook. Northward is the square tower of the Congregational Church; near it a little to the westward is the bulk of the High School; eastward are the Veranda and Springfield houses, two of the largest of the hotels. To the northeast is Brant Point, with its lighthouse, cottages, and hotel, while between it and the observer are all the wharves and the harbor, the whole very sharply defined. Stretching away in the distance is the long harbor and its natural breakwater, the peninsula of Coatue, every curve and sinuosity of its shores clearly discernible. Westward and southward is the principal part of the old town, almost due south, the old wind-mill being a conspicuous object, while beyond, in the outskirts, are seen the various graveyards, and further away, the low hills and glimpses of the ponds in the western portion of the island. A very conspicuous object to the northwest is the standpipe of the water-works.

In walking about Nantucket town the visitor will observe that the elevations are bluffs with their faces toward the sea, instead of hills with gradual slopes, and that in general their character has been preserved except in the central portion around the Square and its neighborhood. Orange Street, leading out of the upper part of the Square southerly runs along the edge of a bluff for half a mile or more, the streets and houses easterly from it being on low land from the base of the bluff to the water's edge. A similar but higher cliff or bluff extends northward from the town, and is the principal location of the expensive summer residences, as it overlooks the sea and the entrance to the harbor, is separated from the shore by low flats terminating in Brant Point, and known as Sherburne Heights.

Of course one of the chief attractions of Nantucket is the sea bathing. In a sort of a cove just north of the steamboat landing is one of the beaches, known as the "Clean Shore." Here are extensive bathing-houses with all necessary facilities, and if you want a warm salt water bath, by paying a small sum you



ON THE BEACH AT NANTUCKET.

will be accommodated. 'On the low shore running out from the base of Sherburne Bluffs and inside the land end of the breakwater is the most popular bathing place. Here there are several extensive bathing establishments where can be found all suitable conveniences at a small charge. As this place is half a mile or more away from the central portion of the town, a small steamer plies from one of the wharves, and public carriages also run there from the Square, charging a small fare. At neither of these two places is there any surf, but the beach is smooth, level, and perfectly safe. Surf bathing with all its dangers and excitements can be enjoyed to the fullest extent either at 'Sconset or Wauwinet. Besides these public bathing places, many of the residents on Sherburne Heights have private bathing-houses on the beach opposite their estates.

Sir Isaac Coffin, a native of Boston, but a descendant of the Nantucket family of that name, and who had risen to the rank of admiral in the British navy, visited Nantucket in 1826 and gave the sum of \$2,500 to establish a school for the benefit of the Coffins and their descendants. The school fund at present amounts to \$50,000. The school was established in 1827, the present building on Winter Street was erected in 1852. Besides those for whom it is designed all are now admitted on payment of a small fee.

Public schools were first established in Nantucket through the instrumentality of S. H. Jenks, editor of the *Inquirer*. Indeed, it was at his suggestion that Admiral Coffin established the Coffin school. The present efficient High School was opened in 1838. The building is situated on Academy Hill, at the head of and facing Gay Street, and accommodates beside the High School, a grammar and intermediate department of two grades each, and also a primary school. In the Town building on Orange Street there are two schools, an intermediate and a primary. At each of the suburban villages, 'Sconset, Polpis, Madasket, and Tuckernuck, there is one school.

The Athenæum, one of the chief institutions, and one that every stranger should visit, was incorporated in 1834, and a suitable building erected, into which were gathered specimens of most of the wonders of the world, and curiosities such as the world-cruising Nantucketers alone could collect. The great fire of 1846 destroyed it, together with about a million dollars' worth of other property. It was, however, rebuilt in 1846-7, opened in 1847, and the present library of 8,000 volumes and the present museum began to form. The building, which is of the Grecian style of architecture, is on Lower Pearl Street, corner of Federal two minutes' walk from the steamboat landing. The upper part is a public hall for lectures, concerts, and exhibitions, while on the lower floor are the library and museum. The curiosities of the museum are chiefly of a sea-faring character, and it is especially rich in materials relating to the whale and whale-fishery. It is open every day from about 9 A. M. to 5 P. M., a small fee is charged, and the wonders are well explained by the obliging curator. The library is available to summer visitors at a slight charge. It is open every afternoon from May 20 to September 20, from 2 to 5 P. M.; during the remainder of the year it is open every Wednesday and Saturday afternoon, at the same hour, and every Saturday evening in the year from 6 to 9 P. M. The table is supplied with all the leading magazines of the day.

Although the island has a population of less than four thousand, two newspapers are published, of which the oldest, the *Inquirer and Mirror*, dates back to 1821, and is now a live weekly newspaper published by Roland B. Hussey. The other paper, the *Nantucket Journal*, published by A. H. Gardner, was started in 1878. Both papers derive much of their support from the circulation they obtain from the summer visitors and from absent natives of the island.

There are many old houses in the town that will afford an antiquary all desirable scope for research into the history of the past. On the outskirts on Uriah Gardner Hill, so called, reached by going up West Centre Street, at the



A WRECK ON THE SOUTH SHORE, NANTUCKET.

top of a bluff, a little distance from the road, is the "oldest house." It was built in 1686, fronting due south, according to the custom of the times, and guarded against witches by a horseshoe of bricks let into the chimney. The claims of this edifice to be the oldest house are disputed, but such controversies are only of interest to the delvers in local history.

The principal public buildings are the Town House, on Orange street, the Custom House, foot of Main Street Square, the Pacific National Bank, head of Main Street Square, the Nantucket Institution for Savings, near the head of the Square. The large asylum, with its farm grounds, is on the outskirts at the south of the harbor, on the left of the road leading to Siasconset.

The old town is well supplied with churches. Standing on Orange Street, on the highest point in the central part of the town is the Unitarian Church, whose high tower is the most conspicuous edifice to meet the eye from the harbor or adjacent shores. The church and tower were erected in 1809. Near the head of the square, on Centre Street, is the Methodist Church, a large structure in the Corinthian style; further down the same street is one of the meeting-houses of the Society of Friends, while still further along Centre Street, perched on an elevated site, is the First Congregational Church, which has a large square tower, from where also excellent views may be obtained. On Fair Street is another Friends' Meeting-House; corner of Summer Street and Trader's Lane is the Baptist Church: on Fair Street is the Episcopal Church;

on Federal Street is a small Catholic Church, and on Pleasant Street, near Cooper, is a building formerly used by the colored Baptists.

A stroll around the water front will bring up before the visitor a vivid idea of the departed glories of Nantucket as a whaling port. Reaching out into the harbor eight hundred or a thousand feet are five wharves, all but one in a more or less decayed condition, while the intervening docks where the staunch whale-ships formerly floated are now filled up with sand, leaving only water enough in most places for small vessels.

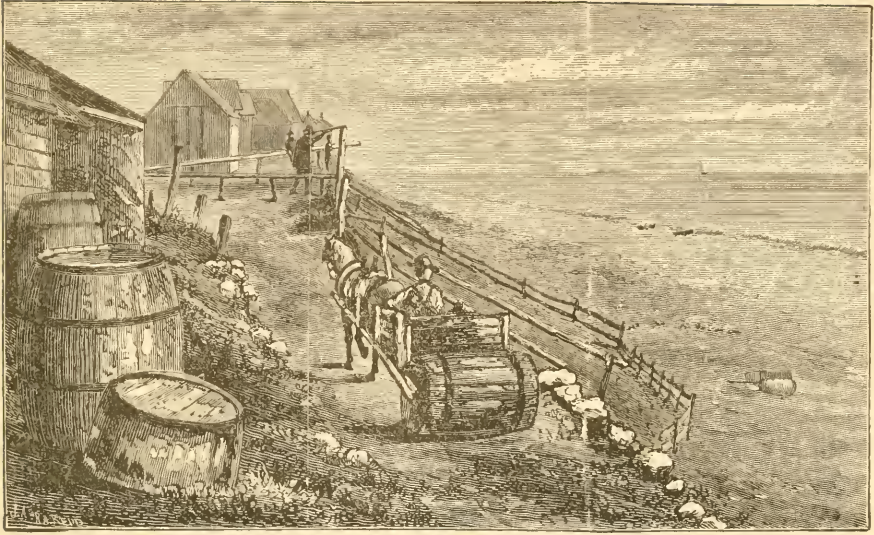
The old town is divided into six fire districts: No. 1 is north of Main and west of Centre Street; No. 2 is north of Main and east of Centre Street; No. 3 is south of Main and east of Orange; No. 4 is south of Main and west of Orange; No. 6 is the Square and vicinity; No. 8 is the outlying territory. A watchman is always stationed in the tower of the Unitarian Church, and he gives alarms of fire by strokes on the bell, there indicating the location by the number of strokes. The fire apparatus consists of hand engines, but the supply of water is excellent, and the head of water is sufficient to reach any elevation in the town.

An excellent system of water works was put in operation in 1879 by the Wannacomet Water Company. The water is obtained from a pond, eight acres in extent, two miles westward from the town, on the north shore of the island. The water is pumped from the pond into an iron tank, whose top is forty-two feet from the ground and 144 feet above mean low water. This tank is one of the first objects seen when approaching Nantucket in the steamer. Service-pipes extend over about two-thirds of the town, and the water is supplied to each family at the rate of \$8.00 per year.

One of the institutions of Nantucket, for which in the past there has not been much use, is the jail. It is an ordinary looking wooden building, which would not hold an ingenious criminal very long if he had a strong wish to get out; but there would be little use in "breaking jail" here, because it would be so difficult to get off the island afterwards.

One of the amusing features of life at Nantucket is the survival of the old custom of disseminating news or making public or business announcements by





A SHORE SCENE, 'SCONSET, NANTUCKET.

a town crier, who promenades the chief streets, ringing a bell, tooting on a fish horn, and bawling at the top of his voice the subject matter of his announcement, but usually with such thickness of utterance and volume of sound that unless you follow him up it would be hard to discover what all the uproar is about. There are three of these functionaries, and happily for the welfare of the summer visitors not more than one breaks loose at a time. Another peculiar feature of business life on the island is the prevalence of auctions, usually held on the Square, and which deal with all kinds of commodities, "meat auction" being especially popular. These auctions are the favorite announcements of the town criers. The bell of the South Church is rung every day by "the watch," who is usually one of the town criers, at 7 A. M., 12 M., and 9 P. M., the last indicating to the towns-people that bed time has come, and its admonition at all times of the year except in summer is observed implicitly.

During the summer season there are two boats a day, connecting with the Vineyard, Wood's Holl, New Bedford, and Boston. The once busy and famous wharves, beginning at the south, are Commercial, South, Straight, Old North, and New North. The boats land at the last named.

From the earliest times the people of Nantucket have largely depended on sheep-raising as the most effectual means of securing the scanty products of the soil. During the time of business prosperity thousands of sheep dotted the hills and plains and roamed at their own sweet will over pretty much the whole island. In the month of June the sheep were gathered on Miacomet Plain, east of the pond, to be sheared. On that day all other business was suspended, and, early though it was in the season, the great harvest of the year was gathered. But sheep-raising as a business, in Nantucket, has had one, and one only, successful rival, namely, whaling.

No people in the world achieved so high a reputation for ability and success in the whaling business as the sailors of Nantucket. The island has been called and for a long period was indeed, the "home of the whale-fishery." Whales, at first, abounded in the waters all about Nantucket, but the earliest settlers did not know how to catch them. This state of things continued till, one day in the year 1668, a whale, by coming into the harbor, so plainly "offered himself" that the inhabitants determined to take him in, if possible. They accordingly extemporized a harpoon, and sailed forth to the attack. The contest was sharp and decisive, and the whale himself was soon drawn, flukes up, to the shore. Shore whaling ceased about 1765, having been followed for nearly a hundred years. The whales caught from the shore were all right whales, otherwise sometimes called Greenland whales, yet paradoxical as it may seem, they were the wrong whales after all, for they are decidedly inferior, both in size and value, to the sperm whales.

In 1712, Captain Christopher Hussey, while cruising for whales, was fortunately blown out to sea by a gale, and there captured the first sperm whale. This gave new impetus to the business, and from that time vessels, at first of about thirty tons, but afterwards of vastly larger size, were fitted out and voyages were greatly extended. In 1775 there were 150 whalers from Nantucket, manned by some 2,500 seamen, out of a population of 4,500 whites. In 1791 the first whaling-vessel went from the island to the Pacific. This vessel was the *Beaver*, and was the first American whaler to enter the Pacific. She returned February, 1793, with 1,300 barrels of oil.

In one way or another, during and on account of the Revolutionary War, 1,600 Nantucketers lost their lives, and the 150 vessels before the war were at its conclusion reduced to two. The business afterward quickly revived, however, though not to its former extent. Just previous to the War of 1812 there were forty ships in the business, which at the close of the war were reduced to twenty. In 1840 these had increased again to seventy, and the business involved a capital of \$9,000,000, the population in that year being 9,712. There were at this time in Nantucket five long wharves, ten rope-walks, and thirty-six candle factories, with sail-lofts, cooper-shops, boat-shops, and blacksmith-shops, such as would naturally accompany the other activities.

In 1841 there were about one hundred ships employed, manned by four thousand men, of which one thousand, the officers, the best seamen and the captains, were Nantucketers. But other whaling ports were growing in importance, and the great fall in prices in 1842 and 1843, the great fire of 1846, and the taking away of many of the most energetic of the young men in 1849 by the discovery of gold in California, all helped along the decadence of the business in Nantucket, which gradually dwindled until in 1870 the last vessel sailed from the port.

The earliest settlement on Nantucket Island was made at Maddequet Harbor, by Thomas Macy, in 1659. The island then belonged to New York, and continued so till 1693, when it was ceded to Massachusetts, at the request of the proprietors. In 1672, according to Ewer's map, the site of the town and the name were removed from Maddequet Harbor to Wesco, its present location.



AMONG THE BREAKERS AT 'SCONSET.

In 1673, by order of Gov. Francis Lovelace, of New York, the town was incorporated as Sherburne. Wesco signified "white stone," and the Indians so called the place from such a stone which lay on the harbor shore, but which was afterwards covered by awharf. For more than a hundred and twenty years, or till 1795, the present town of Nantucket was called Sherburne. In that year the name was changed.

In 1663 there were about fifteen hundred Indians on the island. For the hundred years succeeding the settlement of the island by Macy and others in 1659, the Indians steadily decreased, till, in 1763, there were but 358. That year a "plague" swept off 222 of these, leaving but 136 in all on the island. In 1795 there were but three wigwams remaining. These were at Squam. In 1822 the last full-blooded Indian died; and in 1854, at the age of eighty-two, the last who was possessed of any Indian blood. This was Abram Quarry, who lived at Shimmo, on the other side of the harbor from the town. There is a fine oil painting of him in the Athenæum showing him at his home there.

It will be interesting to the visitor to look upon the sites of the Indian churches, school-houses, and burying-places, which the inhabitants are still

able to point out. Their first preachers came from the Vineyard, having been instructed there by the Mayhews. They read in Eliot's Indian Bible (the New Testament), and sang in their own language the Psalms of David.

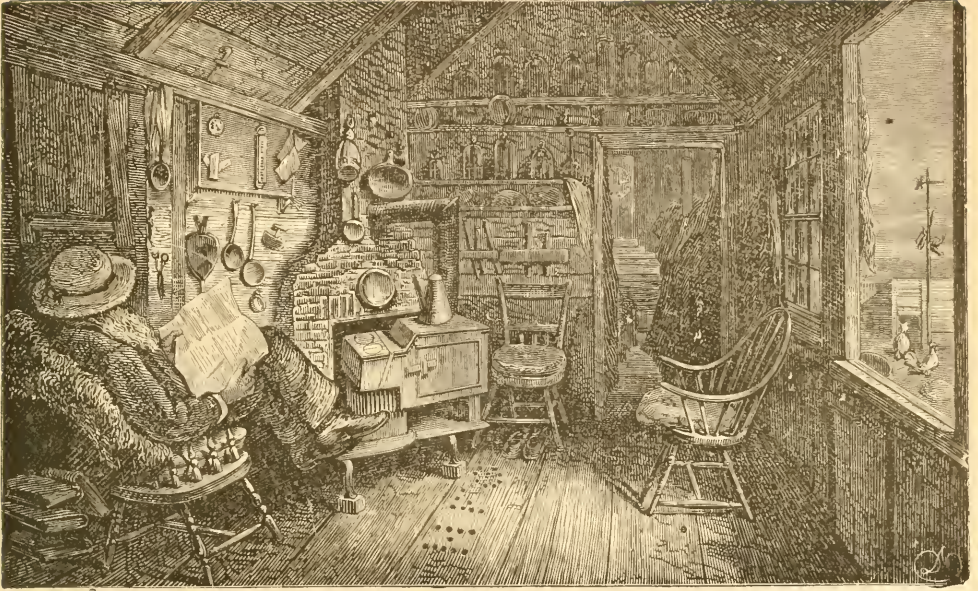
There have been three notable fires in Nantucket—in 1836, 1838, and 1846. That of July 13 and 14, 1846, destroyed wharves, stores, factories, shops, and dwellings valued at \$1,000,000.

The larger whale-ships were lifted over this bar by means of what were called "camels," contrived by Peter F. Ewer, a perfect model of which may now be seen at the Athenæum. They consisted of two immense, flat, shallow, water-tight structures, made to fit the ship in its whole length, one on each side. These were floated out to the ship, and when placed on either side, by letting the water into them were sunk to their decks. They were then lashed tightly to the ship and the water was pumped out. As they rose they took the ship with them, and carried her over the bar.

The first lighthouse was erected on Brant Point in 1746, and was the first in the United States; it was burnt in 1759; the second was blown down in 1774; the third was burnt in 1783; the fourth was merely a wooden-framed lantern between two spars; the fifth blew down. Until 1791 this light-house was maintained by private enterprise, but in that year the government assumed the responsibility, and has since maintained the light-house and renewed the building as occasion demanded.

'SCONSET AND THE SOUTH SHORE.

As soon as the stranger lands on the island he will notice on the steamboat wharf the station of the Nantucket Railroad. This is a narrow-gauge track and runs across the island to the south shore, and then along the shore easterly to the village of Siasconet, a distance in all of about nine miles. It was built in 1880 as far as Surfside on the south shore, and in 1884 was extended to Siasconset. No visit to Nantucket is complete without a trip on this road. On the way out it leads along the lower part of the town on the water front, affording views of many of the quaint old houses. Beyond the town the agricultural grounds are passed on the left. About half-way over is an old Indian burying-ground and also the site of one of their villages; near the shore, on the right, is the site of the old sheep pens. At Surfside is the depot, 100 feet long, with piazza the whole length of the north and south sides. About twenty rods west of the depot is the Life-Saving Station. Here, for eight months of the year, men nightly patrol the beach for three miles each way. A little further west is a cluster of cabins and store-houses belonging to fishermen, where they house their boats and fishing gear, and store their cod. Near by is Weeweeder Pond, and three-fourths of a mile still further west the long Miacomet Pond, stretching a third of the way across the island, on the shores of which the sheep were shorn in by-gone days. After passing Surfside the road runs within a few feet of the shore for six miles, affording a continuous view of the magnificent surf always breaking upon the coast, while out at sea the white foam curling over the "rips" or exposed shoals adds much to the effect. At the end of the line the village of Siasconset is reached, or as it is usually written and spoken, 'Sconset.



FRED. PARKER, THE HERMIT OF QUIDNIT, NANTUCKET.

It consists of a collection of about fifty diminutive cottages on the summit of a high bluff overlooking the Atlantic Ocean. They are grouped close together, arranged along short, narrow by-ways, with pretentious names as streets, and are all so small that the ridge-poles are only ten or twelve feet from the ground, while the eaves are only four or five feet in height. Like the houses in the town they are shingled all over. The effect is that of a community of dwarf houses, and everything is in keeping with the idea. The village had its origin about two hundred years ago, the first houses being built as shelters for the fishermen from the town, and then gradually developed into permanent abodes. The squat, low-seated form of the houses was probably adopted as affording less resistance to the strong winds that often prevail here, and against which no natural shelter was afforded. Internally the houses are fitted up with a close resemblance to ships. Since 1880 the place has come into prominence as a summer resort, and a number of residences much in contrast to the ancient dwellings have been erected in the vicinity. A few of these have been modeled after the old houses, but the majority are modern structures. The excellent sea-bathing here is one of the decided charms of the place, while sea-fishing, which is the every-day business of the native inhabitant, is the great sport of the summer visitor.

OTHER INTERESTING LOCALITIES.

A mile and a half along the bluff northward from Siasconset is Sankaty Head, the easternmost point of the island, the spot first seen by Gosnold in 1602, itself eighty-five feet above the sea, and holding a light sixty-five feet above the bluff. This light, established in 1849, throws its saving flood of illuminating

rays far out over the waters in a flash of ten seconds in each minute, giving a steady light the remaining fifty seconds. It is cared for with the most painstaking diligence, as becomes its important position. The keeper, with all patience and courtesy, will point out to you, as he has done to thousands before you, the interesting features of the station, and the views of land and sea, never failing in their interest and charm.

A mile north of Sankaty Head you come to Sesacacha Pond, which is indeed a very considerable lake. On the southeastern shore of the pond is the site of the old village of Sesacacha, called "Sacacha" for short, which was built in 1676. It continued till 1820, when its last remaining houses were removed to Siasconset. Just above the pond is the fishing-station of Quidnit. Here formerly lived, and in 1880 died, the hermit, Fred. Parker, for many years a noted character on the island, and who, though self-secluded from the world, yet enjoyed reading the news of the day, and welcomed the visits of strangers.

Two miles further to the north is Wauwinet, at the head of the harbor on the west, and by the shore of the ocean on the east. This is, for Nantucket, the chief place of picnics — in other words, the squantum resort of the island, "squantum" being the vernacular for a picnic, generally understood, however, to include a clam-bake as one of the essentials. Here are a few seaside cottages, all commanding most charming views of land and sea. Pleasure-seekers gather here in summer from the town and other parts of the island, coming, some by land through Polpis, the best farming region of the island, and Squam, a little neighborhood of farms and houses, or by boats running up through the shoal waters of the harbor. A little steamer, the *Island Belle*, runs regularly during the summer season.

A little beyond Wauwinet is the Haul-over, where the harbor and the open sea approach so near that boats not too large may be drawn over, and thus save the circuit of Great Point.

North of the Head of the Harbor is Coskata Pond, and the triangle of land called Coskata, the upper angle of which merges in the narrow neck called Nauma, at whose extreme point is Great Point Lighthouse. This light was established in 1784, and from the vast and dangerous shoals and narrow coast in its vicinity has its perpetual and indisputable *raison d'être*.

Coatue, the long and narrow stretch of sandy land between the harbor and the sound, has a very smooth and regular beach all the way on the sound side,



but on the harbor side is indented by six great harbor waves, making as many distinct points jutting out into the bay, with great curve-sweeps intervening. These points, beginning nearest the town, are : First, or Bogue Point, Second Point, Third Point, Five-fingered Point, Bass Point, and Wyer's Point, the last being very nearly opposite the Haul-over.

The principal places of interest in the eastern part of the island, aside from the long, fish-abounding ponds, are the cemeteries of the North Congregational Society ; near by is the farm where the mother of Benjamin Franklin was brought up, and where may still be seen traces of the spring from which she used to draw water ; Tuckernuck Island with its green pastures, a favorite place for picnics and short sailing trips ; Smith's Point, sometimes cut off by the sea and made a separate island ; and Napque, on the main island, back of Tuckernuck, where the Indians landed when they came from the Vineyard. The island is nearly completely severed by Long Pond, then the same thing is repeated two miles east by that remarkable succession of ponds, Hummock, Waquinquaib, Maxcy's, Washing, and Capaum, and the ponds of the whole island, almost without exception, lie from northeast to southwest.

The south shore of Nantucket, directly across the island from the town, is known as Surfside. The Nantucket railroad reaches Surfside proper after a run across the island of about three miles. The name, however, applies not only to the locality in the immediate vicinity of the hotel and railroad station, but to the shore for a distance of three or four miles eastward. The railroad runs along the shore from Surfside to 'Sconset, a distance of six miles. "Surfside" is very properly called, and is by far the wildest and most captivating piece of shore in these latitudes. Newport hasn't a beach worth mentioning in comparison, and Coney Island, Long Branch, Manhattan Beach, and all the other famed coasts sink into insignificance before this wild and wind-blown line of bluffs, and this pretty stretch of illimitable sand, where the heaving waves of the wide Atlantic roll in an endless surge, and the white-capped breakers dash in foam at our feet. Within a few years, this splendid line of beach and bluffs will probably become the summer resort of crowds who are now content with far more common-place and less attractive quarters during the heated term. There is a life-saving station on the beach, and there is health, ozone and appetite for every one who chooses to cross the island and spend a few weeks by the ever-surging sea.

Nantucket has long been known as one of the most fashionable family summer resorts of America, it being, according to statistics, the healthiest and coolest in New England. During the summer months it has a population of from 15,000 to 20,000 inhabitants, with churches, schools, public library, running water, gas, and all modern improvements ; also some of the finest hotels and cottages on the coast, two mails daily and is connected with mainland by cable. Hunting, fishing, yachting, boating, and bathing are a few of the many attractions. The Nantucket railroad passes through the entire length of this company's property, on which there is a hotel of sixty-five rooms and several cot-

tages, with a main boulevard, one hundred feet wide, leading from the centre of the town of Nantucket to the trotting park.

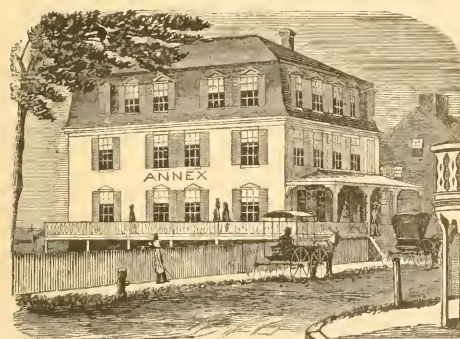
This locality is now controlled by the Surf-Side Land Company, with headquarters at 46 School Street, Boston. The company have laid out the land and offer it for sale on easy terms. The situation is high, dry, and level, and most of the lots are located within a half mile of the finest beach in the United States, and adjoining lots that have been sold for two hundred dollars each. If you desire to take a vacation this summer, purchase one or more of these lots and build your cottage, thereby saving hotel bills, and you can return each summer to enjoy your vacation in your own way. The titles to this property have been examined and are guaranteed by the Massachusetts Title Insurance Company, Boston. The Old Colony Railroad advertises excursion rates from May 1 to November 1.

For investment or speculation this is an opportunity seldom offered. Agents wanted in all cities east and west. For maps, circulars, and other information, call or address, Nantucket Surf-Side Land Company, 46 School Street, Boston, Mass. One hundred lots free to builders this season.

In the quaint old town of Nantucket, replete as it is with the relics and memories of the days when our whaling ships were numerous in every sea, and where may be found more completely than in any other point on our coast, if not in the world, that repose and quiet which are so eagerly sought and so rarely found by the tired brain-workers from office and school, a short distance back from the landing of the steamer from New Bedford and the terminus of the Nantucket railway, and just sufficiently removed from the main street to completely escape its noise and bustle, is the Veranda House, conducted by Mrs. S. G. Davenport, a large home-like hotel, which by its admirable location, situated as it is on the high land overlooking the harbor, and the unvarying courtesy of the present management, has become a favorite sojourning place for numerous people who have discovered that they may there enjoy the invigorating sea breezes, the luxury of the bathing-beach, the conveniences of a first-class hotel, and the comforts of a home, and that at a price which brings it within the reach of people of moderate means, who desire the needed rest or recreation. The house is charmingly situated on a hillside, and from its roomy verandas which extend around three sides on each story, may be had beautiful views of the harbor with its breakwater and shipping, the ocean beyond, and nearly all of the islands, and where a cool breeze and welcome shade may always be found, with easy chairs and hammocks for rest and comfort to the overworked and the suffering victim of nerves. The pleasant airy rooms, supplied with tasteful furniture and comfortable beds, perfect sanitary arrangements and a table plentifully supplied with the best in the market, combine to render the Veranda House all that could be desired as a summer home. The house contains eighty rooms and can accommodate 150 guests.

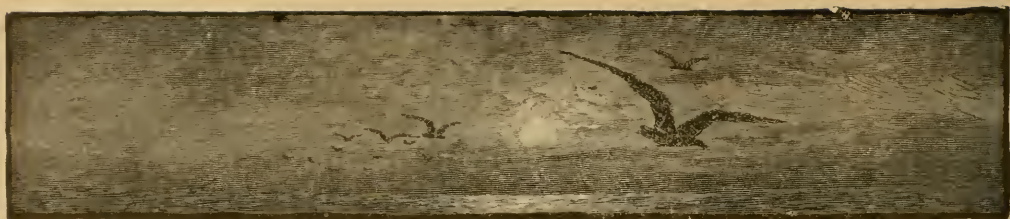


Among the institutions which have assisted in making Nantucket one of the most noted of summer resorts, none have done more than the Springfield House with its annexes, which under the efficient management of the present proprietor, Mr. Charles H. Mowry, has attracted guests from nearly every state in the Union. The house is supplied with all the conveniences expected in a



first-class hotel. Steam heat, electric bells, closets with running water on each floor, and from the windows of its large and airy rooms, a fine view of the bathing beach, the harbor, and the ocean beyond may be obtained. The dining-room is entirely separated from the house, avoiding all noise and disturbance, and the service and cuisine are unsurpassed. The Springfield is the only first-class house on the island, which is kept open throughout the year.





THE STRANGER'S GUIDE—NANTUCKET.

POINTS OF INTEREST.

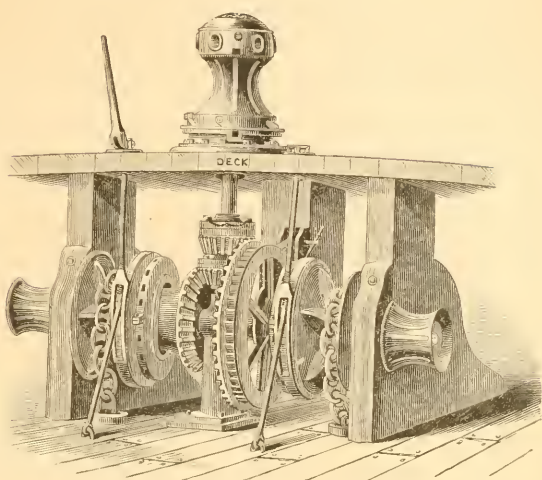
Athenæum, Pearl, corner Federal.
 Athenæum Hall, upper story of Athenæum Building, used for lectures, entertainments, and for dramatic representations.
 Coffin School, Winter.
 Congregational Church, Centre, head of Steep Lane.
 Baptist Church, corner Summer and Trader's Lane.
 Methodist Church, Centre, corner Liberty.
 Unitarian Church, Orange.
 Field's Mill, junction Liberty and Lily.
 Museum, in Athenæum Building.
 Mrs. Eliza McCleave's Museum, Monument Square.
 Old Windmill, Cooper, corner South Mill.
 Skating Rink, North Beach.
 Catholic Church, Federal, corner Cambridge.
 Episcopal Church, Fair.
 Soldiers' Monument, head of Main, Monument Square.
 Monument Square, junction Main, Milk and Gardner.
 Springfield House, North Water.
 Sherburne House, Orange.
 The Nantucket, Brant Point.
 Ocean House, Broad, corner Centre.
 Bay View House, Orange.
 Sea Cliff Inn, North, Sherburne Heights.
 Sherburne Heights, the bluffs to the north of the town.
 Newspapers: Inquirer and Mirror, office, corner Main and Orange; Nantucket Journal, office, corner Main and Federal.

Nantucket Institution for Savings, near head of Square.
 Pacific National Bank, head of Main Street Square.
 Oldest House, West Centre.
 High School, Westminster.
 Town House, Orange.
 Town Clerk and Assessors' Offices, Washington, near foot of Square.
 Custom House, foot of Square.
 U. S. Signal Station and Telegraph Office, in Custom House Building.
 Probate Court, foot of Square.
 Friends' Meeting-Houses: One on Fair, corner of Ray; the other on Centre, near Pearl.
 Wauwinet, a little settlement at head of the harbor, with a hotel and a few houses.
 Siasconset, a considerable village on southeast shore of the island.
 Surfside, a summer resort on south shore, consisting of a hotel and a few houses.
 Podpis, a farming district on the south side of upper part of the harbor.
 Maddequet, a locality on northwest shore, where the original settlement was made, and where at present are a few residences.
 Great Point, the northern extremity of island.
 Smith's Point, the western extremity of island.
 Sankaty Head, a high bluff on eastern shore, north from Siasconset, and on which is located Sankaty Head Lighthouse.



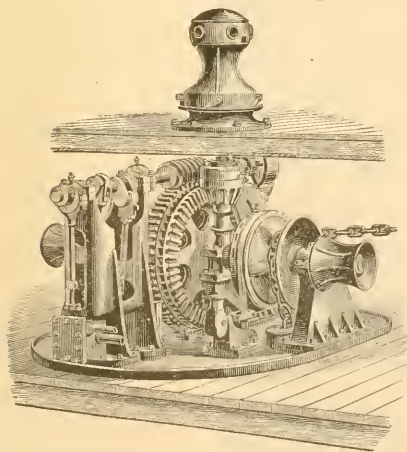
LOW BEACH, NANTUCKET.

The city of Providence has many special lines of manufacture, but none are more interesting than one conducted on the banks of the Seekonk River, corner of Waterman and East River streets, near the Red Bridge, in a peaceful neighborhood, quite away from the hum of business. Here, in commodious quarters, the American Ship Windlass Company constructs steam windlasses, steam capstans, improved hand windlasses and capstans, and these machines

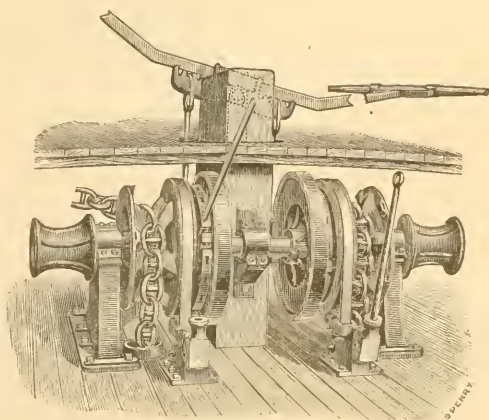


PROVIDENCE CAPSTAN WINDLASS.

have been and are of such approved merit that they are in general use in the best class of vessels, both in the government and merchant service. Attention is exclusively devoted to the construction of these machines, the methods of operation, the tools and appliances, and as a result the machines themselves have all been brought to a very high degree of perfection. The demands of modern commerce require large vessels, and the labor of weighing the anchors of these monster crafts as compared with the former class of vessels is such that



PROVIDENCE STEAM CAPSTAN WINDLASS, NEW STYLE.



PROVIDENCE PUMP BRAKE WINDLASS, NEW STYLE.

the steam windless is a necessary adjunct, while its use saves much time and labor, as by its means two men can often accomplish work formerly requiring twenty or twenty-five. A majority of the steel and iron ships built in the last twelve years on the Atlantic coast and the great lakes are provided with this windlass, and seven-eighths of all the vessels of the country have them in use to-day.

Nowadays the amateur photographer is abroad in the land, and hardly any journey can be made into the country without encountering some enthusiast with a camera. The improvements in methods within the past few years have made it possible for any one with but little preliminary knowledge to engage in the practice of the fascinating art. The introduction of the dry plate process has brought this about, as by its means photographs can be taken under nearly all circumstances, and the apparatus needed is simple and inexpensive. Improvements are also being constantly made in the apparatus and in all the details of the processes, thus throwing open greater opportunities to the ever increasing ranks of the amateurs. A very important discovery that will have a great effect in these respects was recently made in Rochester, N. Y. It consists of a flexible, transparent film, three one-thousandths of an inch in thickness, which can be made in lengths of fifty feet. This will increase the operating power of the now numerous styles of easily portable cameras.

The best place in the city of Providence to obtain all supplies either for professional or amateur photography is at the rooms of F. H. Hull, 73 Weybosset Street. Mr Hull is an enthusiastic amateur photographer, and is well versed in all details of the business. He has been engaged in his present quarter since January 1887, and now keeps on hand a full and complete stock of photographic supplies, embracing entire outfits, such as cameras, tripods, lenses, slides, drop shutters, dry plates, films, sensitized paper, chemicals, and everything necessary to a perfect outfit.



ABRAM QUARRY, THE LAST OF THE NANTUCKET INDIANS.

(From a Painting in the Athenæum.)

THE HOTEL LIST.

NEW BEDFORD.

Bancroft House, Thomas Madden; Union Street, corner Acushnet Avenue; 50 rooms. \$2.00 per day; \$14 per week.

Mansion House, C. W. Ripley; Union Street, corner of Second; 60 rooms. \$2.00 per day; \$10 per week.

Parker House; Purchase Street; accommodation for 200. \$2.50 to \$3.50 per day; \$10 to \$15 per week.

NONQUITT.

Nonquitt House, South Dartmouth, six miles from New Bedford, on west shore of Buzzard's Bay; George A. Bourne, proprietor; W. H. Wingate, manager; 40 rooms. \$2 to \$3 per day.

TAUNTON.

City Hotel, Floyd Travis; City Square, corner Broadway; 120 rooms. \$2 to \$2.50 per day; \$7 to \$20 per week.

Hotel Bristol, L. E. and L. H. Francis; Cohannet Street, opposite Music Hall; 30 rooms. \$1.25 to \$1.50 per day.

Taunton House, 45 City Square, opposite the Green; Mrs. Emeline Harlow; 21 rooms. \$1 to \$1.50 per day; \$5 to \$6 per week.

MARTHA'S VINEYARD.

COTTAGE CITY.

The Metropolitan, J. Gardner Bassett; 75 rooms. \$2.50 to \$3.00 per day, \$14 to \$17.50 per week.

Pawnee House, J. Gardner Bassett; Circuit Avenue; 50 rooms. \$2.50 to \$3 per day, \$14 to \$17.50 per week.

Wesley House, A. G. Wesley & Co.; Lake Avenue and Commonwealth Square; 75 rooms. \$2.50 per day; \$10 to \$17 per week.

Wood's Hotel and Café, Eli C. Wood; 146 Circuit Avenue; 23 rooms and cottages. \$1.25 to \$1.50 per day.

Sea View House, Louis Frenkel; on edge of Bluff at Landing; 200 rooms. \$2.50 to \$4 per day; \$12 to \$25 per week.

Temple House, Mrs. Charles Simmonds; Wesley Vineyard Highlands; 15 rooms. \$1.25 per day; \$7.50 to \$3 per week.

Vineyard Grove House, Joseph Dias; 31 and 32 Siloam Avenue; 30 rooms. \$1.50 per day; \$9 per week; special terms for the season.

Naumkeag, John H. Kochler, Narragansett Avenue; 50 rooms. \$2.50 to \$3.50 per day.

Central House, Montgomery Square; Cole & Co., European and American plan; 60 rooms; board \$1 per day; room and board \$1.50 to \$2.50 per day; \$10 to \$15 per week; accommodation for 75 guests.

Highland House, Vineyard Highlands; J. C. Alden; 60 rooms. \$2 to \$2.50 per day; \$12 to \$15 per week.

The Narragansett, Mrs. A. A. Hill; 60 and 62 Narragansett Avenue; consists of four cottages, with 30 rooms. \$1.50 to \$2 per day.

The Oakwood, D. W. Russell, 133 Circuit Avenue, opposite Post-Office; 50 rooms. \$2.00 to \$2.50 per day.

Pierce Villa, Mrs. Maria W. Norton; 40 Narragansett Avenue, Oak Bluffs; 18 rooms. \$9 to \$15 per week.

The Pequot, L. E. Phinney; 21 Pequot Avenue; 25 rooms. \$3 per day.

Manchester Cottage, James Hadley; 22 Siloam Avenue; 16 rooms. \$7.50 per week, one in a room; \$6.50 per week, two in a room; table board, \$5.25 per week.

Island House, Hiram Hayden; Circuit Avenue; 70 rooms. \$2 to \$2.50 per day.

Tower Cottages, Miss S. Irwin; 30 and 32 Pequot Avenue; Oak Bluffs; 30 rooms.

Searell Hotel, Cole & Co.; Circuit Avenue; 60 rooms. Board, \$1 per day; room and board, \$1.50 to \$2.50 per day, \$10 to \$15 per week.

Dunmere Cottage, H. J. Green; 149 Circuit Avenue; accommodation for 40 guests. \$7 to \$12 per week.

Monohansett Cottage, Mrs. J. T. Smith; 150 Circuit Avenue; accommodations for 40 guests. \$9 to \$12 per week.

Prospect House, Lagoon Heights, D. B. Brereton; 75 rooms; \$10 to \$15 per week.

EDGARTOWN.

Ocean View, Abram Osborn; Water Street; 25 rooms. \$1.50 to \$2 per day; \$5 to \$10 per week.

Seaside Cottage, Captain Geo. A. Smith; 15 rooms. \$2.00 per day; \$12 per week.

KATAMA.

Mattakeset Lodge, W. D. Carpenter; 75 rooms. \$2.50 per day; \$10 to \$17 per week.

WEST CHOP, VINEYARD HAVEN.

The Cedars, Miss Clifford; 25 rooms; accommodations for 60; \$15 to \$20 per week.

TISBURY—VINEYARD HAVEN.

Mansion House, Samuel Lock; open all the year; accommodations for 150 guests. \$2 per day.

Grove Hill House, Joseph Nickerson; 20 rooms. \$7 to \$10 per week.

The Tashmoo, Carrie F. Costello; Main Street. \$2 per day; special rates to boarders.

FAIRHAVEN.

Union Hotel, Main Street; Wm. Bryden; 25 rooms. \$1 per day; \$6 per week.

NANTUCKET.

Atlantic House, Mrs. Elizabeth M. Harrison; in the village of 'Sconset; 24 rooms. Rates from \$10 to \$14 per week.

Ocean View Hotel, Levi S. Coffin; in the village of 'Sconset; 15 rooms. \$2.50 and \$3.00 per day; \$10.50 to \$17.50 per week.

Ocean House, Charles L. Stewart, manager; Mrs. J. S. Doyle, proprietor; corner Broad and Centre streets; 60 rooms. Rates \$2.50 to \$3.50 per day.

The Nantucket, W. M. Tupper, Brant Point; 125 rooms. Rates, July, \$3 to \$3.50; August \$3.50 to \$4 per day.

Veranda House, Mrs. S. G. Davenport; North Water Street; 40 rooms. \$2 to \$2.50 per day; \$10 to \$15 per week.

Springfield House, Charles H. Mowry, North Water Street; 90 rooms. \$2.50 and \$3.50 per day; \$12 to \$20 per week by season.

The Sherburne, James Patterson; Orange Street; 50 rooms. \$2.50 per day; \$14 per week.

Sea Cliff Inn, Mrs. C. W. Pettie; on the Cliffs; North Street; 45 rooms. \$12 to \$18 per week; \$2.50 per day for transient guests.

Wauwinet House, Head of the Harbor, William H. Norcross Brothers; 13 rooms. \$10 per week.

American House, Orange Street, Charles A. Burgess; 20 rooms. \$1.50 per day; \$8 per week.

BUZZARD BAY.

MONUMENT BEACH, MASS.

Monument Beach, Mass., Miss A. Parker; accommodations for 20 guests; \$2.00 per day, \$8.00 per week.

FALMOUTH, MASS.

Hotel Falmouth, Geo. W. Fish; 48 rooms. \$2 per day.

Quisset Harbor House, G. W. Fish; 2 miles from Railroad station; accommodations for 125. Terms on application.

Menahant Hotel, Floyd Travis; Vineyard Sound, seven miles from station; hotel coach meets every train; 70 rooms. \$2.50 per day; \$10 to \$15 single rooms per week. \$18 to \$28 double rooms.

Tower's Hotel, George E. Tower; Falmouth Heights; 85 rooms. \$3 per day.

Goodwin House, Mrs. C. H. Goodwin; Falmouth Heights; 30 rooms. \$8 to \$10 per week according to location.

Pickwick House, C. L. Hopsen & Co.; Falmouth Heights; 25 rooms; \$7 to \$10 per week.

Woodlawn Cottage, S. J. Brown, Gertrude Avenue, Falmouth Heights; 15 rooms; rates reasonable.

Tobey House, Asa P. Tobey, Waquoit; 6 rooms; \$1.50 per day.

WAREHAM, MASS.

Kendrick House, Albert Shaw; High St; 28 rooms. \$2 per day.

MARION, MASS.

The Sippican, C. W. Ripley; 50 rooms. \$2.50 per day, \$12 to \$15 per week.

Damon House, Charles H. Damon; pleasantly situated with fine water view; 14 rooms. \$1 per day for adults.

MATTAPOISETT, MASS.

Mattapoisett House, Thomas P. Mesick; 40 rooms. \$2 per day.

Ocean View House, Mrs. Sarah A. Macconnell, Main Street; 12 rooms. \$1.50 to \$2.00 per day.

Barstow House, Wilson Barstow, Main Street, fronting the sea; accommodations for 10 guests. \$2 per day board and rooms.

CATAUMET, MASS.

The Jackin, Alden P. Davis; 25 rooms. \$2 per day, \$8 to \$10 per week.

ONSETT BAY, MASS.

Hotel Burgess, R. F. Yeaton; 20 rooms. \$2.50 per day. (Clam bake every Sunday in a dining room that will seat 700).

Glen Cove House, Ring and Williams; 30 rooms. \$2.50 and \$3 per day.

Washburn House, Azel W. Washburn, Longwood Avenue, between 3d and 4th streets; 25 rooms. \$1.25 to \$2.50 per day.

Union Villa, F. L. Union, Manager; corner Union avenue and Union street; 17 rooms. \$1 to \$3 per day.

BUZZARD BAY, MASS.

Parker House, E. O. Parker; 14 rooms. \$1.50 per day, \$8 per week.

WOOD'S HOLL.

Dexter House, H. M. Dexter, fine location on Vineyard Sound; 20 rooms. \$2 per day, \$8 to \$12 per week.

HINGHAM, Boston Harbor.

Rose Standish House, Downer's Landing, J. McGilman; 100 rooms. \$3.50 per day.

Cushing House, Geo. Cushing; 35 rooms. \$2 per day.

Lincoln House, Daniel Harwood; 32 rooms; single rooms \$10 to \$15 per week; large rooms \$20 to \$28.

HIGH TIDE AT NEWPORT.—Eastern Standard Time.

This table will also show the time of the tide at other places on Narragansett Bay and adjacent points, by means of the following easy calculations:

For Providence,	add 29 minutes.
" Bristol and Warren,	" 20 "
" Fall River,	" 25 "
" East Greenwich,	" 17 "
" Nayatt Point,	" 05 "
" Bullock's Point,	" 10 "

For Wickford,	add 11 minutes.
" Fall River,	" 25 "
" Beaver Tail,	subtract 01 "
" Narragansett Pier,	" 10 "
" Point Judith,	" 13 "
" Block Island,	" 12 "

Day of Month.	JULY.		AUGUST.		SEPTEMBER.		Day of Month.	JULY.		AUGUST.		SEPTEMBER.	
	A. M.	P. M.	A. M.	P. M.	A. M.	P. M.		A. M.	P. M.	A. M.	P. M.	A. M.	P. M.
1	9.49	9.30	10.50	11.08	Midn.	12.13	17	11.45	11.45	0.35	0.49	2.29	1.55
2	10.39	10.27	11.47	11.45	1.09	1.17	18	Midn.	12.37	1.43	1.45	3.17	2.52
3	11.34	11.31	0.16	0.46	2.18	2.21	19	1.07	1.37	2.47	2.40	4.06	3.45
4	Midn.	12.32	1.27	1.45	3.21	3.22	20	2.13	2.30	3.45	3.30	4.43	4.33
5	0.42	1.35	2.33	2.42	4.17	4.17	21	3.15	3.19	4.35	4.15	5.16	5.16
6	1.52	2.18	3.33	3.37	5.06	5.11	22	4.11	4.04	5.16	4.55	5.46	5.56
7	2.55	3.08	4.29	4.30	5.52	6.01	23	5.00	4.43	5.51	5.36	6.17	6.36
8	3.51	3.57	5.20	5.21	6.36	6.50	24	5.43	5.20	6.21	6.14	6.50	7.15
9	4.45	4.45	6.08	6.20	7.18	7.37	25	6.20	5.55	6.50	6.52	7.27	7.58
10	5.35	5.33	6.55	7.00	8.01	8.25	26	6.53	6.31	7.22	7.32	8.08	8.45
11	6.24	6.22	7.42	7.50	8.44	9.14	27	7.23	7.07	7.57	8.14	8.53	9.38
12	7.12	7.10	8.29	8.40	9.29	10.04	28	7.54	7.45	8.38	9.00	9.45	10.37
13	8.03	8.02	9.18	9.34	10.13	11.00	29	8.30	8.28	9.23	9.52	10.42	11.44
14	8.55	8.55	10.09	10.30	11.04	11.45	30	9.12	9.14	10.15	10.51	11.45	11.46
15	9.49	9.53	11.00	11.30	0.03	Noon	31	9.58	10.07	11.12	11.45		
16	10.47	10.54	11.54	11.45	1.11	0.56							

FOR MARTHA'S VINEYARD, NANTUCKET AND NEW BEDFORD.

Add to the time of the above table as follows for the places named:

	H. M.		H. M.
New Bedford, Clark's Point,	0 32	Vineyard Haven and West Chop, M. V.,	4 00
Mattapoisett,	0 30	Brant Point, Nantucket,	4 47
Wareham,	0 33	Siasconet, Nantucket,	3 52
Edgartown and Cottage City, M. V.,	4 30	Muskeget Channel, west end Nantucket,	0 00

NOTE.—For all places given, the nearest tidal station is Newport, R. I.

EXAMPLE.—Suppose you wanted to find the time of high tide September 13, at Cottage City, Martha's Vineyard. Looking in the table you learn the tide is full at Newport on that date at 10.13 A. M. and again at 11.00 P. M. Add to each the ratio given for Cottage City, and the result will be, for the first, 2.43 P. M., and for the other, 3.30 A. M.

THE BUSINESS INTERESTS.

ESTABLISHED IN 1870.

CUSHMAN BROS. & CO., Shade Rollers,

Window Shades, Opaque and Tint Cloths, Hollands and Upholstery Hardware, Upholstery Goods.

IMPORTERS OF JOHN KING & SON'S SCOTCH HOLLANDS.

82, 84 and 86 Hawley Street, BOSTON, MASS.

Philadelphia Store, 917 FILBERT STREET.

LARGEST STOCK, AND LOW PRICES.

Our Spring Shade Rollers, Tint Cloths and Opaques are the Very Best Goods on the market.

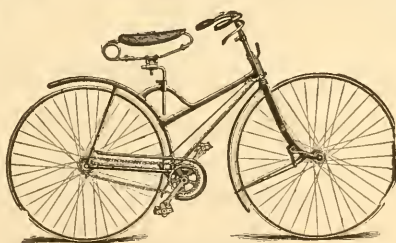
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FACTORIES, SOMERVILLE AND CAMBRIDGE, MASS.

HEALTH AND PLEASURE.

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and BICYCLES,

To Let by the Hour or Day.

PROV. CYCLE CO.,

L. F. N. BALDWIN, Manager.

21 Montgomery Square, Cottage City, Mass. Just through the Arcade, near the Post-Office.

WHEELS ADAPTED TO THE USE OF BOTH SEXES AND ALL AGES.

CHARLES SNOW,

Auctioneer and Real Estate Agent,

124 Circuit Ave., Cottage City, Martha's Vineyard, Mass.

COTTAGES FOR SALE AND TO LET.

Orders taken for Building, Repairing, Painting and Mason Work. Cottages closed and taken care of during the winter and opened for summer. Cottages placed in my care will receive personal attention.

THE BUSINESS INTERESTS.

NOTARY PUBLIC. JUSTICE OF THE PEACE. APPRAISER. AUCTIONEER.

E. G. ELDRIDGE,

(SUCCESSOR TO F. C. SMITH),

Real Estate and Insurance AGENT AND BROKER,

Office, Arcade Building, Oak Bluffs,

Cottage City, Martha's Vineyard, Mass.

Cottages to Let. Cottages for Sale. Contracts placed for Building, Painting,
Repairing and Moving Cottages.

DEEDS, LEASES, MORTGAGES AND CONVEYANCES

Of all kinds executed at this office at short notice.

Leave your Cottages in my charge and I will close them in the Fall and open them in the Spring. Personal attention given to all business. Selling Farms and Land in the County a Specialty.

Pierce & Villa,

40 Narragansett Avenue, COTTAGE CITY, MASS.,

DIRECTLY OPPOSITE THE NAUMKEAG.

20 Large, Airy Rooms.

Table Supplied with the Best.

First-class Table Board if desired.

Address, MRS. A. B. ABBE.

FINE TABLE WATERS A SPECIALTY.

SODA FOUNTAINS



ALL KINDS OF CARBONATED BEVERAGES. No. 160 Circuit Avenue, Cottage City.

THE OAKWOOD,

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ON CIRCUIT AVENUE, directly opposite Post-Office; three minutes' walk from Steamboat landing and bathing houses. Table strictly first-class; all the delicacies of the season; best of service. Dining Room seats 125 persons. Private Dining Room for families. Large airy rooms; good beds; ample Piazza-room.

\$2.00 per day.

Special rates for the season.

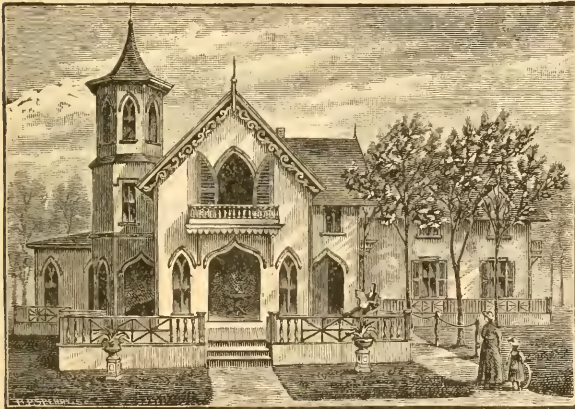
HOTEL NAUMKEAG,

Cor. Narragansett and Naumkeag Avenues, Cottage City, M. V., Mass.
JOHN H. KOEHLER, Proprietor.

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THE HOTEL NAUMKEAG is a first-class house, elegantly furnished, having perfect sanitary arrangements. It contains 40 rooms; has large Dining Hall and private Dining Rooms. One of the best locations on the Island.



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An interesting and healthy locality for Sojourners, Tourists and Students. A delightful view of the Atlantic Ocean, and the islands in Buzzard's Bay. Excursions by steamers daily. Also, Boating, Bathing and Fishing. Fine drives over concreted roads. Terms \$1.25 per day. Special Terms for Regular Boarders.

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IVERS & POND PIANOS.

Their Brilliant, Pure Musical Tones, Perfect Action and Phenomenal Durability, make them Favorites wherever used.

No Place of equal merit, so Reasonable in Price.

Our EASY PAYMENT PLAN places them within the reach of all. Write for VALUABLE Information.

Bishop Scott Academy,

PORTLAND, ORE.

Nov. 15, 1887.

Messrs. Ivers & Pond Piano Co. Dear Sirs: The Piano that I purchased of you two years ago for my school is in perfect order to-day. It shows no signs whatever of the rough handling it has received at the hands of our pupils, who have used it continuously for practicing and evening amusement. It has been in almost constant use during that time. It keeps in tune remarkably well, and is altogether the most satisfactory instrument we have ever used in our school work. I should certainly give your Pianos the preference over any with which I am acquainted, for school purposes, being reasonable in price, extremely durable, thoroughly reliable, and satisfactory instruments. Very truly yours,

J. W. HILL, Prin.

Dana Hall,

Preparatory School for
Wellesley College.

WELLESLEY, MASS.

Nov. 30, 1887.

Messrs. Ivers & Pond: In an experience of more than six years we have found your Pianos, for continuous school practice, more durable and satisfactory than those of any other firm.

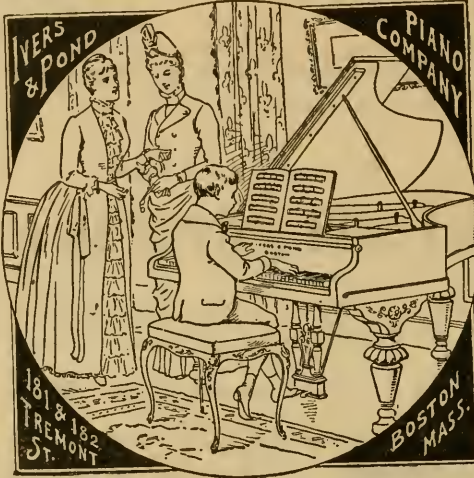
JULIA A. EASTMAN,
Principal.

Traders National Bank,

91 STATE ST., BOSTON,

Feb. 18, 1888.

The Ivers & Pond Piano Co. who have for many years done a large and constantly increasing business with us, amounting to hundreds of thousands yearly, have given such evidences of able business management that I am warranted in expressing the opinion that they are decidedly a progressive and at the same time conservative and financially strong and solid house; further than this, from my personal acquaintance with them I am sure they are a highly honorable house, with the disposition



If You Want a Piano

Write us. Wherever you live we will send one, GUARANTEEING it to suit you, otherwise to be returned to us, we paying railway freights both ways. We are one of the Largest MANUFACTURERS of First-class Pianos in the world. Grand Square and Upright, all sizes, styles and prices. Don't think it inexpedient to buy from us because you live one or three thousand miles from Boston. If you want a Piano, direct from the people who make it, at the very lowest price, Easy Payments if desired, write us and we will explain all. But few Piano Dealers sell our Pianos, because poorly made and low-cost Pianos pay larger profits. We refer to the TRADERS NATIONAL BANK, Boston, as to our ability and disposition to make good our word. Remember, we make it just as easy to deal with us as if you lived within ten miles of Boston. Write for information.

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as well as the financial ability to carry out to the full all agreements they may make.

FREDK S. DAVIS,
President.

New England Conservatory.

BOSTON.

Dec. 24, 1887.

Ivers & Pond Piano Co. Gentlemen: There are now in use in the New England Conservatory of Music more than one hundred Pianofortes manufactured by your Company. Many of them have stood the severe Conservatory practice (about eight hours per day) for more than five years. Not one has failed or been returned to the factory for exchange, but all have given and are giving, good satisfaction, thus proving the excellent quality of the instruments and the sterling integrity of the manufacturers.

E. TOURJEE.

Peekskill Military Academy.

PEEKSKILL, N. Y.

Nov. 9, 1887.

Messrs. Ivers & Pond Co. Dear Sirs: We have had two of your Pianos in use for some time, and like them very much indeed. They have good wearing qualities, and we expect to put one in our new school (Worral Hall, a school for young boys) in the course of a few weeks.

Yours,
COL. C. J. WRIGHT,
B. S., A. M.

Farmington State Normal School.

FARMINGTON, ME.

Nov. 7, 1887.

Ivers & Pond Piano Co. Gentlemen: In reply to your favor of the 4th, I am happy to say that your Piano gives perfect satisfaction. I am so well pleased with it that if I needed another, I should get one as nearly like it as possible.

Yours truly,
G. C. PURRINGTON,
Principal.

IVERS & POND PIANO CO.

181 & 182 Tremont St., Boston, Mass.

BRANCHES.
1516 Chestnut St., Philadelphia, Pa.
283 Main St., Springfield, Mass.

For the Pacific Coast: KOHLER & CHACE, 137 and 139 Post St., San Francisco, Cal.

THE BUSINESS INTERESTS.

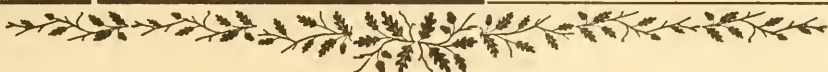
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MEMORIALS

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Original White Westerly Granite.



Artistic Designs.

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Monumental and Building Work.

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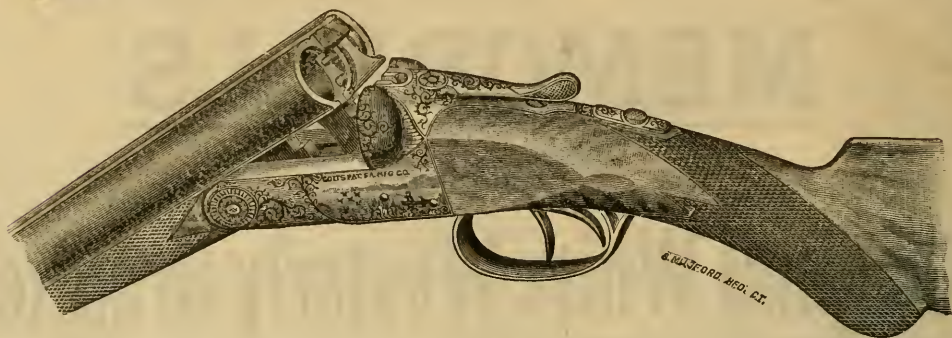
43 Boylston Street, BOSTON.



THE BUSINESS INTERESTS.

COLT'S

New Lightning Magazine Rifles

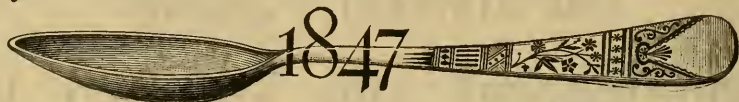


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CAUTION.—Owing to the wide reputation and large sale of our goods, there have been in later years various imitations of our trade-mark. Customers desiring our goods should see that they bear the distinguishing mark

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This brand can be obtained of every first-class dealer in
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Personally or by letter. They furnish all labor and materials and create artistic interiors.

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Tea, Coffee, and Water Sets, Fruit Dishes, Candelabra, Epergnes, Cake Baskets
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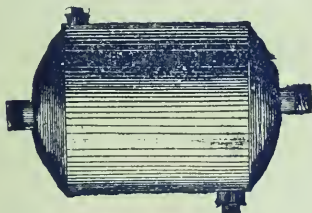
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(Also, See Opposite Page.)

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For use on Driven Wells. Warranted
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A permanent supply of water can be obtained entirely free from
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Particular attention given to supplying Cities, Towns, and Villages

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The best of material is used in the construction, making them attractive in appearance, fine singing
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Announce to all Peoples, whether residents of Massachusetts or any State in the Union, that we hold NINE makes of Pianos and Organs, FIVE of which outrank, for musical and financial value, any other five makes in the world. This surely is a great claim, but the manager is sustained in making it by the unparalleled record of the instruments.

Pianos.

IVERS & POND, (5 Patents.)
MASON & HAMLIN, } Best Tuning Mechanism
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MASON & HAMLIN, (World Renown.)
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SPECIAL.—Residents of other parts of the State, or United States, can select and have shipped to them, one or six months later, at a price which will defy competition.

At No. 7 Pleasant Street, New Bedford. No. 84 Main Street, Brockton.
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For particulars address

L. SOULE,
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SHIPMAN'S Carbolic Ointment.

HEALING AND PURIFYING.

For Piles, Ulcers, Salt Rheum, Burns, Wounds, Etc., it is unexcelled. FEVER SORES and SCROFULA SORES are soon changed into a HEALING CONDITION and frequently entirely cured by its use.

A box of Shipman's Ointment should always be kept in the house.

It is equally good for Horses, Cattle, and animals of all kinds.

No fly will bother a sore when Shipman's Ointment is used. Price 25c., 50c., \$1.00 per box.

For sale by Druggists. If your Druggist does not keep it in stock, a box of the small size will be sent by mail upon receipt of 25 cents.

GEO. L. CLAFLIN & CO., Proprietors, Providence, R. I.

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DR. BICKNELL'S SYRUP,

FOR DIARRHŒA, DYSENTERY, CHOLERA MORBUS, COLIC, CRAMPS, AND
ALL BOWEL OR SUMMER COMPLAINTS.

It Contains no Opium

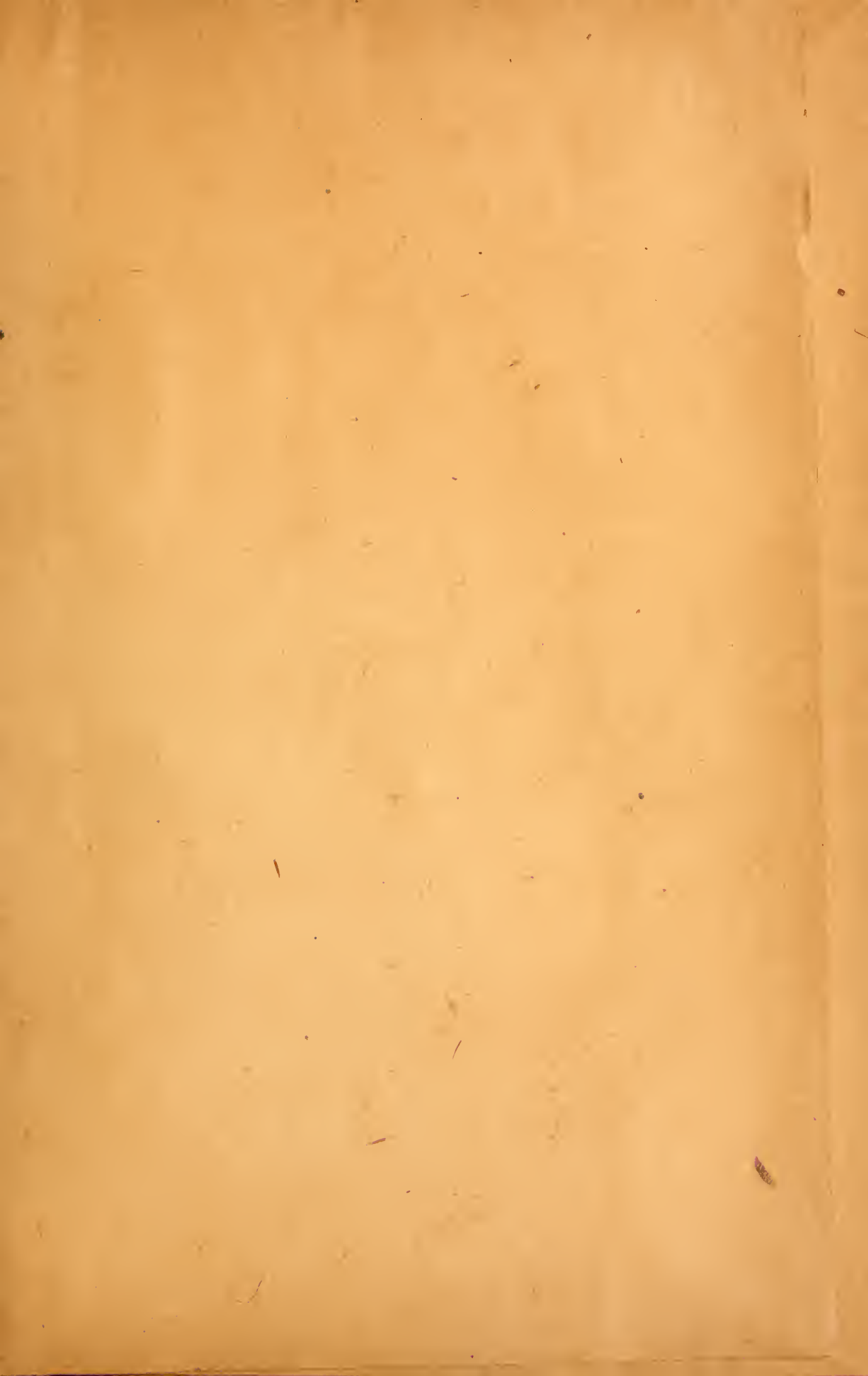
Or anything injurious, and can be given with perfect safety to young children as well as adults. All Druggists keep it for sale, or you can procure it of the Agents.

GEO. L. CLAFLIN & CO., Wholesale and Retail Druggists,
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Farran Brothers Co., The METALIC SPRING BEDS, No. 4 Artizan Street,
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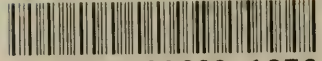
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